

The Mining Journal

AND COMMERCIAL GAZETTE.

No. 136.—Vol. VI.]

LONDON: SATURDAY, MARCH 31, 1838.

[PRICE {WITH A SUPPLEMENT} 6D.]

SHARES IN VALUABLE AND IMPROVING MINES, RAILWAYS, &c.
MR. C. WARTON'S NEXT PERIODICAL SALE
of the above description of property, will take place at the Auction Mart, Friday, the 20th April, at Twelve o'clock, and will include SHARES IN SEVERAL IMPORTANT MINES of established consequence, and paying Dividends every two months, which are rapidly rising in value, and SHARES in Scrip Companies, Railways, Public Institutions, &c. Particulars may be had, in due time, at the Mart; and of Mr. C. Warton, Auctioneer and Agent for every description of Mining property, 35, Threadneedle-street.

MINING PROPERTY FOR SALE OR PURCHASE.
WILLIAM TRENEY, Jun., Mine Agent and Share Broker (late of Redruth, Cornwall), 59, Threadneedle-street, London, is in a situation to treat for the SALE or PURCHASE of the BEST MINING SHARES in Devon and Cornwall, together with those that are at a considerable discount.—All communications to be sent paid.—March 9.

MANGANESE FOR SALE.—From SEVENTY to ONE HUNDRED TONS, the produce of the HENNOCK AND CHRISTOW MINE, near Chudleigh, Devon.—Samples may be seen at No. 3 Bishopsgate Church-yard, Broad-street, London; and obtained on the Mine, by application to the Proprietor. The expense of carriage to Teignmouth, and the shipment therefrom, is found easy and moderate. To be removed by the purchasers at their own expense, and paid for in approved bills at three months, or cash, allowing a discount of 1½ per cent.

CORNWALL.
SOUTH POLGOOTH MINES, WITH ALL THE MACHINERY, STEAM-ENGINE, AND EFFECTS.

MESSRS. FOSTER AND SONS are instructed by the Board of Directors of the South Polgooth Tin and Copper Mining Company, to sell BY AUCTION, at the Auction Mart, London, on Monday, the 9th of April, Twelve for One o'clock precisely, in One Lot, the leases, or sets, of the

SOUTH POLGOOTH MINES,
extending over Three hundred and twenty-four Acres, in the parishes of St. Mewen and St. Ewe, in the county of Cornwall; together with all the Valuable Machinery, Steam-Engine Apparatus, Tools, Waggon, Iron, Timber, Erections, Buildings, Fences, and Effects. The Mine may be viewed, and particulars had of Mr. HENRY BROWN, Truro, Cornwall; at the Auction Mart, London; at the office of the South Polgooth Company, Bishopsgate-street, and of Messrs. FOSTER, at 14, Greek-street, 44, Pall-mall.

THE SHAUGH IRON MINES, near Plymouth.—To be PERMANENTLY SOLD, BY PUBLIC AUCTION, by Mr. JAMES SKARON, at the KING'S ARMS HOTEL, Briton Side, Plymouth, on Wednesday, the 14th day of April next, at Twelve o'clock, the MOIETY, HALF PART, or SHARE, and in all those very valuable and inexhaustible Iron Mines, known as the

SHAUGH IRON MINES,
situated in the parish of Shaugh, about seven miles from Plymouth, on the land of Sir Ralph Lopes, Bart., with the LIKE SHARE of and in the

RAILWAYS, WAGGONS, TOOLS, IMPLEMENTS, AND MATERIALS
belonging thereto.—The works, which have been carried on for the last four years by Messrs. Langdon and Paddons, have been progressive, successful, and uninterrupted, confined to an immense Lode of Hematite Iron Ore, averaging six feet in width by an open cutting already driven ninety fathoms from the side of the hill, at a depth of thirty fathoms from the surface of the Lode, intermixed with laminae, and being of the Argillaceous description, upwards of 20,000 tons may be used annually with great facility, and at a small expense.

There are also indications of a Copper Lode, supposed to cross the Lode of the Hematite Copper Mine, in the adjoining parish. From the localities of the mines, it is evident that the assistance of machinery. The ores bear a high character with the iron masters in Wales. The port of Plymouth possesses peculiar advantages as a place of shipment, and the contiguous railways essentially reduce the expense of transit. In short, with a very moderate capital, these mines, which are deemed nearly inexhaustible, will be found to require only intelligence and attention to open a most prolific source of wealth. The present sett extends over a space of about 125 Acres, in a country abounding with rich veins of Copper, Tin, and Iron Ore, and is the remainder of a term of Twenty-five Years, from Michaelmas, 1836, subject to the Dues of one-twelfth, but on the said being made through Bickeligh Vale, Sir Ralph Lopes has agreed to extend the limits of the sett to about Twenty-five Acres in addition.

Captain Thomas Henwood at the Mines will show the same, and Printed Particulars with Plans of the Sett, and Conditions of Sale, and all further particulars, may be obtained on application (if by letter post paid) to Messrs. KENNELL and JAMES, Solicitors, 36, Fenchurch-street, London; Messrs. J. and H. T. SMITH, Solicitors, Devonport; or Mr. JOHN KELLY, Solicitor, Plymouth.
Dated March 24.

TO CAPITALISTS AND OTHERS.—MR. KIRKMAN respectfully announces to his friends and the public, that he has made arrangements to OPEN AN OFFICE, exclusively devoted to the MINING OPERATIONS of this country, and proposes to act as a General Mining and Mineral Agent, and to open a MART for the PURCHASE and SALE of Mineral Properties, and of Shares in Mining Undertakings. Having devoted many years to the consideration of the mining interests of the county of Cornwall, and been in active correspondence with some of the most experienced mining captains and mineral owners in the empire, he feels confident that he will be at all times in a situation to furnish information, and afford protection to the large or small capitalists seeking for data upon which to invest their capital, and facilities in the disposition, ther by sale or otherwise, of mineral properties of every description, eminently calculated to benefit those who shall honour him with their instructions.
Mining Office, 12, Pancras-lane.
N.B. Shares in some of the best and most promising working mines in Cornwall for sale.

TO ENGINEERS, ARCHITECTS, AND CONTRACTORS.
HEDDON BRAMLEY FALL QUARRIES, Northumberland.—The stone from these quarries has been extensively used in the south of England, on the London and Birmingham, Great Western, and other railways and works, in the north for many of the oldest churches, mansions, quay walls, &c., and recently for the splendid Portico, Theatre Royal, Newcastle-upon-Tyne, also for the Pillar of the Grey Memorial, being adapted, having both strong and very fine beds of stone, for all architectural and engineering purposes, and the quarries are opened out on the most extensive scale. The London market, counties of Kent, Sussex, Essex, Norfolk, Suffolk, and Lincolnshire, &c., to which the facilities of shipment are great, can be supplied on most favourable terms. For further testimonials apply to John Gibson, Esq., and to Messrs. J. and B. Green, architects, Newcastle-upon-Tyne. See other particulars, with specimens, may be had from Mr. Poulson, Skinner's-lane, Sise-lane, London; or at Quebec wharf, Rotherhithe; and from the agent to the Stone Company, Heddon, Northumberland.

CHARTERED STATES BANK OF ROME.—Additional capital £400,000, in 25,000 shares of £16 each. Deposit £5 per share. Interest 5 per cent. (exclusive of bonuses), to be payable half-yearly in London. Prospectuses will be issued, and applications for shares may be addressed to Mr. W. H. Green, solicitor, 50, Bishopsgate-street.

CITY OF LONDON EQUIVARIABLE LOAN SOCIETY.
Capital £500,000, in 50,000 Shares of £10 each.—Deposit £2 per Share.—Calls of £1 per Share.—Twenty-eight days' notice to be given before such calls are made.
The above-named Society is ready to lend small sums of money, from £10 to £100, to respectable tradesmen, on personal security, to be repaid by weekly instalments, so that one year is taken to repay the sum borrowed. Sums of money lent—5 per cent. per annum allowed for the same, after the plan of Savings-banks. Deposits withdrawn without previous notice.
Applications for shares and prospectuses to be made at the office daily, from Ten to Four o'clock, 14 and 15, Crosby Hall Chambers, Bishopsgate-street, City.
R. G. GILBERT, Secretary.

LONDON UNITED TRADES' BANK.—Notice is hereby given, that in consequence of pressing solicitations from several gentlemen of high influence and character in Ireland, offering their strenuous support, if a branch of this bank was established in Dublin, the Provisional Directors have deemed it expedient to extend the objects of this establishment, and to alter the title of the same to that of the "London and Dublin Trades' Bank."
By order of the Board,
FREDERICK EDGELL, Secretary.

BRITISH AND FOREIGN BANKING COMPANY.
(La Banque Anglo-Etrangère), 32, Lombard-street, London.
The British Department comprises the regular Banking business, with an allowance of interest on deposits, according to time and amount. Parties who do not keep balances on their running accounts, are charged a moderate commission.
The Foreign Department consists in making payments by Advances, Letters of Credit, or Bills of Exchange, at any of the cities or principal commercial towns in all parts of the world, and in furnishing travellers and others with circular notes (Bills of Exchange), payable at any of the numerous agencies of the Company where they may be presented.
The Company also receives and pays money in this country for foreign houses. Foreign Coins, &c., supplied and purchased.
FREDERICK E. HORNEMAN, Managing Director.

TO THE PROPRIETORS OF STEAM-SHIPING.—The SYMINGTON APPARATUS for cooling steam-engine condensation and returning it for injection, has been found to keep clean boilers, increase power, and save one-third of the fuel; thus conferring safety, speed, and additional space for cargo. The invention may be seen at work on the "Dragon" steam-tug of eighty horse power, and descriptive circulars had at Harrison's Wharf, or 44, Bury-street, St. Katharine Docks, where letters (post paid), addressed to Mr. Symington, will be received.—Liberal arrangements will be made with parties wishing to adopt the plan.

LEGAL AND GENERAL LIFE ASSURANCE SOCIETY.

10, Fleet-street, London; Temporary Office, 10, Chancery-lane.

TRUSTEES.
The Earl of Devon.
William Wingfield, Esq.
P. B. Brodie, Esq.
Benjamin Currey, Esq.
DIRECTORS.
James W. Lyon, Esq.
Basil Montagu, Esq., Q.C.
Kenyon S. Parker, Esq.
Edward Leigh Pemberton, Esq.
Thomas J. Platt, Esq., Q.C.
Sir George Roper.
J. A. P. Simpson, Esq., Q.C.
C. T. Swanton, Esq., Q.C.
Meaburn Tatham, Esq.
John Tyrrell, Esq.
Edward White, Esq.
Thomas Wing, Esq.
AUDITORS.
James Leman, Esq.
Lofius Wigram, Esq.
Solicitors.—Messrs. Kinderley, Denton, and Kinderley, 6, Lincoln's-inn.
Physician—H. S. Roots, M.D., 2, Russell-square.
Surgeon—F. Tyrrell, Esq., 17, New Bridge-street.

This Society grants assurances upon the lives of persons in every rank or profession, whosoever resident, upon moderate terms. At ages under forty-five years, the premiums are lower than those commonly required.
Four-fifths of the entire profits of the Society are divided among the assured. The profits respectively allotted may be received in present money, or in reversionary sums, or by way of annuity, at the option of the parties assured.
The sums due on policies will be paid within three months after proof of the requisite facts.
Persons assured for the space of two years in £1000 or upwards for the whole period of life, will have the power of electing two of the four auditors of the society. Assurances may be effected upon the lives of persons residing at a distance from London, by their appearing before any respectable solicitor.
The tables of rates of assurances on single and joint lives may be obtained on application at the Office, where also may be obtained forms of proposal, and any information respecting the terms on which assurances may be effected.
T. R. EDWARDS, Actuary.

LONDON AND DUBLIN TRADES' BANK, being the first bank proposed to be established by letters patent pursuant to the Act of Victoria 1. cap. 73, which empowers Her Majesty to limit the liability of shareholders to the amount of their respective shares.

Present establishment 4, Skinner-street, Snow-hill, London.
Capital £1,000,000, in 100,000 shares of £10 each. Deposit £1 per share.

PROVISIONAL DIRECTORS.
(with power to add to their number).
Sir James Douglas Hamilton Hay, Bart., London, Chairman.
Captain Sir John Ross, C.B., R.N., London, Deputy-Chairman.
Colonel A. Findlay, K.H., London.
Augustus W. Payne, Esq., London County.
C. Tancred, Esq., London, and Arden-hall, Yorkshire.
Manager—John Jameson, Esq.
Solicitors—John Bell, Esq., London; and John Lytton, Esq., Dublin.
Chief Accountant—Mr. William James.
Secretary—Frederick Edgell, Esq.

This bank is one of deposit, discount, agency, and loan, and concentrates within itself all the advantages derivable from the various existing metropolitan establishments for those several purposes, and is open daily in London, from nine in the morning until five o'clock in the evening, for general business, and till seven in the evening for receipt of money due on bills of exchange.
Applications for shares to be made (if by letter, post paid) addressed to the Provisional Directors, 47, Skinner-street, Snow-hill, to John Bell, Esq., solicitor to the company, 28, Craven-street, Strand, London; and in Ireland, to John Lytton, Esq., solicitor to the company, 26, Leeson-street, Dublin; of whom also prospectuses may be had.
By order of the Board,
FREDERICK EDGELL, Sec.

LONDON ALKALI COMPANY.

Capital £100,000, in 2000 shares of £50 each.
Applications for PROSPECTUSES and SHARES to be made to the Directors, at the Office of the Company, 29, Austin-friars; and at Messrs. Wright and Co.'s, bankers, Henrietta-street, Covent-garden; or to Mr. Woolrich, and Messrs. Taylor and Lloyd's, Birmingham.

THE HOLDERS OF SCRIP CERTIFICATES of the CALCUTTA AND SAUGUR RAILWAY AND HARBOUR COMPANY, who have NOT RECEIVED the FIRST INSTALLMENT of 5s. per share, are requested to apply forthwith for the same at the Company's office, in order that the Directors may be enabled to make a final division of the whole funds, pursuant to the resolution passed at a Meeting of subscribers, held at the George and Vulture Tavern, on the 7th day of August, 1837.
7, Birch-lane, March, 27.
JOHN HOOPER, Sec.

TO CONTRACTORS.—PRESTON and WYRE RAILWAY and HARBOUR COMPANY. Incorporated by Act of Parliament.—Notice is hereby given, that the drawings and specifications for constructing the portion of the railway (including the ballasting and laying the permanent rails) from a point in the Wootton cutting, in the township of Kirkham, to the high road at the entrance of the town of Preston, are now ready for inspection at the Company's office, where they will lie for fourteen days, and they will afterwards be forwarded to the office of Mr. P. Park, surveyor, Preston, where they will also remain for fourteen days. Tenders to be delivered signed and sealed, and addressed to the Directors of the Preston and Wyre Railway and Harbour Company, on or before the 1st day of May next.
82, Cornhill, March 20.
By order,
OWEN T. ALGER, Sec.

COMMERCIAL RAILWAY COMPANY.—(LONDON and BLACKWALL).—Notice is hereby given, that 483 of the Scrip Certificates in this company not having come in for Registration, the Directors having determined to ENLARGE the TIME for granting the additional shares to the 24th of April next; and that, if on or before that day, the payment of the Call now due upon all shares in this company is not made, together with the payment of £5 per share upon all additional shares to which parties may be entitled, such parties will be entirely deprived of all benefit from the appropriation of such additional shares, which will in consequence be otherwise disposed of.
WILLIAM ROUTH, Chairman.
J. WARMINGTON, Secretary.
Offices, 34, Cornhill, March 20.

LONDON AND CROYDON RAILWAY COMPANY.
Proposals for raising the sum of £122,500, by Bonds or Debentures bearing interest.—The Board of Directors hereby give Notice, that they will receive PROPOSALS until the 10th of April next inclusive, from parties desirous of LENDING ANY PART of the above SUM (in sums not less than £500), to be secured by Bonds or Debentures under the Company's seal, bearing interest at 5 per cent. per annum, irredeemable for ten years from the 10th of January, 1839. The Bonds to be issued under the provisions of an Act of Parliament.
By order of the Board of Directors,
R. S. YOUNG, Secretary.

MIDLAND COUNTIES RAILWAY.—CALL for a FIFTH INSTALLMENT of TEN POUNDS per share.—Office, High-street, Leicester, March 20.—The Directors of the Midland Counties Railway Company having, in pursuance of the provisions of the Act of Incorporation, passed a resolution calling for a Fifth Instalment of £10 per share, to be payable on or before the 20th day of April next, the proprietors are required, in conformity with such resolution, to pay the sum due on their shares to one of the following bankers:—
London—London and Westminster Bank.
Liverpool—The Bank of Liverpool.
Manchester—The Bank of Manchester.
Birmingham—The Birmingham Banking Company.
Leicester—The Leicestershire Banking Company.
Nottingham—Messrs. I. and F. C. Wright and Co.
Derby—Messrs. Crompton, Newton, and Co.
Loughborough—Messrs. Thorp, Middleton, and Oliver.

Should the Call remain unpaid after the appointed day, the bankers have been severally required to demand interest thereon, after the rate of 5 per cent. per annum, from the 20th day of April to the day on which the payment shall be actually made.
By order,
J. F. BELL, Secretary.

WEST DURHAM RAILWAY.

In 5,000 shares of £20 each.—Deposit £3 per share.

DIRECTORS.
John Blacket, Esq., London.
George Fairs, Esq., ditto.
Hunter Gordon, Esq., ditto.
Henry Milton, Esq., ditto.
J. C. Ord, Esq., ditto.
F. S. Stokes, Esq., London.
J. W. Wood, Esq., ditto.
Charles Barrett, Esq., Darlington.
Robert Botcherby, Esq., ditto.
Joseph Wooler, Esq., Walsingham.
With a Country Committee of Management.
BANKERS.
Messrs. Glynn, Halifax, Mills, and Co., London.
Messrs. Backhouse and Co., Stockton, Darlington, and Durham.
The York Union Banking Company, York.
ENGINEERS.—James Wood, Esq.
Solicitors.—Messrs. Harvey and Wood, 43, Lincoln's-inn-fields.
Applications for shares in this company must be made on or before the 7th April, to the solicitors, Messrs. Harvey and Wood, 43, Lincoln's-inn-fields, or to
A. MACKINTOSH, Secretary.
Office of the Company, 32, Great Winchester-street, City, March 20.

CORNWALL UNITED MINING ASSOCIATION.—The Directors of the above Association hereby give notice, that a SPECIAL GENERAL MEETING of the Shareholders, will be held at Pearce's Hotel, in the Borough of Truro, on Wednesday, the 18th of April next, at Twelve o'clock precisely, when it will be submitted to the Meeting, either to dissolve the company, and sell the Mines and Materials to defray the expenses already incurred, or otherwise to raise more capital for that purpose, and also for the further working of the Mines.
JOHN BROWN, Sec.
Dated March 26.
P.S.—All persons having any claims on the above company, are requested to forward the same to the Secretary, at latest by Wednesday preceding the meeting.

CORNUBIAN LEAD AND SILVER MINE, in the Parish of Peranzabuloe, in the county of Cornwall.—The Directors hereby give Notice to the Shareholders in the above mine, that the LAST INSTALLMENT of ONE POUND per share is required to be paid on or before the 7th of April next, either to
The Western District Bank, Truro,
The Western District Bank, Devonport, or
The London and Westminster Bank, London.

In default thereof, at the expiration of the time before stated, the shares will be absolutely forfeited, without further notice or warning to the Adventurers, agreeable to the conditions specified on the scrip. It is essential that the holders of shares do have the payment of the Call noted on the Scrip, and give the receiver a written list of the numbers for which they pay, that the same may be registered.

J. CLOUTER, Directors.
J. PALMER, Cornubian Mine.
J. THOMAS,
J. TRUSCOTT,
W. LANGDON,

GOLDEN BANK AND WHEEL CHANCE UNITED MINING COMPANY.—The Directors hereby make a THIRD CALL of TWENTY-FIVE SHILLINGS per share on the Cost-Book System (equal to Five Shillings per share on the former Scrip System—now abandoned); to be paid on or before the 19th March, to Mr. Prout, Cotham Cottage, Bristol; to Mr. Bragg, Taunton; or to the Secretary, Mr. J. G. Beckler, Penzance; either of whom will give proper receipts therefor, and exchange certificates for such Scrips as have been duly paid on.—Unless such Call be paid on the 19th March, or within Thirty days thereafter, the shares in default will be forfeited.
PETER RICHARDS, Directors.
JOHN THOMAS,
JOHN SYMONS,
Dated Penzance, Feb. 27.

OLD MOOR TIN MINING COMPANY.—Notice is hereby given to the Shareholders in this Company that a DIVIDEND of ONE SHILLING and SIXPENCE per share may be received, on application to Mr. Browne, Solicitor, 8, Guildford-street, London, and that the same is a final dividend—all the assets of the Company having been realised by the Directors. A balance-sheet of the Company's accounts may be seen on application to Mr. Browne.
March 28.

RIO DOCE COMPANY.—Notice is hereby given, that, in accordance with the fourth article of the printed regulations for managing the affairs of this Company, agreed upon at a Special General Meeting of the Shareholders, held on the 8th of June last, a CALL of ONE POUND per share is hereby made, payable on or before the 14th April next, at the banking-house of the Company (Messrs. Barnett, Hoare, and Co.'s), whose receipt for the same will be exchanged at the Rio Doce Office for new scrip certificates.
By order of the Directors,
6, Freeman's-court, Cornhill, March 7.
R. MESSER, Secretary.
P.S.—The £3 scrip certificates must be returned when exchanging the bankers' receipt for the new certificates, which will include the whole amount paid per share.

RELISTIAN MINE.—Notice is hereby given, that a DIVIDEND of TEN SHILLINGS per share, will be paid at the office of the Company, 10, Broad-street-buildings, on Thursday, the 19th April, and following days, from Twelve to Three o'clock.—March 24.

WEST WHEEL JEWEL MINING ASSOCIATION.—The Directors hereby give Notice, that they have this day made the FIFTH CALL of TEN SHILLINGS per share, payable on or before the 7th April next, at the Office of the Association only; and it is material that the Scrip should be brought for the purpose of having the Call inscribed.
By order of the Board,
23, Threadneedle-street, March 7.
R. NICHOLSON, Secretary.

WHEEL WALLIS MINING COMPANY.—CALL of TEN SHILLINGS PER SHARE.—The Directors of the above Mine hereby give notice, that for the more effectual working of the Mine, a CALL of TEN SHILLINGS per share is to be paid on or before the 4th of April next, at the Manchester and Liverpool District Bank, Manchester. The Secretary is authorised to endorse the scrip on the production of the bankers' receipt. Parties at a distance may forward the amount of their calls with the scrips (carriage paid) to the Secretary, who will do the needful for them.
By order of the Directors,
15, St. Ann's-square, Manchester.
HENRY CARR, Sec.

The Secretary has great pleasure in informing the shareholders, that from the present prospects of the mine, as reported by the Managing Director at a meeting held at the York Hotel, on the 20th Feb., the Directors hope to be able to declare the first dividend in August next.

WHERRY MINING COMPANY.—Mount's Bay, Penzance, Cornwall.—Notice is hereby given, that the FOURTH CALL of THIRTY SHILLINGS per share is now made on the scrip of the above Company, to be paid on or before the 20th day of March next, at the London and Westminster Bank, London; at the Commercial Bank of England, Manchester, or at the Bank of the Western District Company, Penzance, where authority is given to endorse such Call on the scrip.
By order of the Directors,
RICHARD PEARCE,
SAMUEL HIGGS,
RICHARD MILLETT,

Dated Wherry Mine Office, Penzance, Feb. 27.
Any Scrip-holder who shall neglect to pay up his Call on the above-named day, or within thirty days thereafter, will incur the absolute forfeiture of his or her shares.—The Shareholders are reminded that the Annual Meeting will be held on the Mine on Monday, the 7th day of May next, at Eleven o'clock in the forenoon.

CLARIDGE'S PATENT ASPHALTE COMPANY.
Monsieur HYPOLITE EYQUEM, Manager of the Works of the Company, who are proprietors of the mine of Asphalt, at Pyramont Seyssel, in France (and upon the shares of which a profit of 30 per cent. exclusive of 5 per cent. interest on the capital to the shareholders, and 15 per cent. to the manager, has been made, making in the whole a net profit of 50 per cent.), hereby gives Notice, that the said Company have entered into a CONTRACT with Mr. CLARIDGE, granting to him the sole right of using in all the British dominions the Asphalt of Seyssel, which is the only genuine Asphalt at this time known in the world, and the same that has been used in Paris and other parts of France with the success which has gained for it universal estimation. All persons, therefore, pretending to sell or supply Asphalt within the British dominions, excepting Mr. CLARIDGE and those whom he may authorise, have no authority from the said French Company.
Signed in London this 20th day of March, 1838.
Witness—T. S. Burton, Solicitor, 10, Salisbury-street, Strand.
HYPOLITE EYQUEM.

CLARIDGE'S PATENT ASPHALTE COMPANY.
M. COIGNET, Director of the French Company of the Mines of Asphalt de Seyssel, being now in London, hereby certifies (as has already been declared by Mr. Eyquem, Manager of the Works of the said Company, also now in London), that the said Company have CONTRACTED with Mr. CLARIDGE alone for the USE and SALE of ASPHALT within all the British dominions; and that all other pretensions interfering with Mr. Claridge's rights can only be put forward with the view of deceiving the public.

It is to be observed, that the Asphalt of Seyssel is the only bituminous substance which has triumphed over the severity of the late winter, and that the frost has in no degree affected the numerous works executed with this material in France, and also in Belgium, Switzerland, and in Russia; while, on the other hand, the works performed with other fictitious mastics have been cracked in pieces through the effect of the cold weather.—Signed this 24th day of March, 1838.
Witness—T. S. Burton, Solicitor, 10, Salisbury-street, Strand.
COIGNET.

DUTCH ASPHALT COMPANY.—The arrangements now making in HOLLAND by the Committee, PREVENTS THE PROSPECTUS of this Company BEING PUBLISHED at present.—Applications for shares cannot be received after the 4th of April.
A. REEVE, Secretary.

ANTI DRY-ROT COMPANY.—KYAN'S PATENT.

Office, 2, Lime-street-square.
The Directors of this company beg to solicit the attention of the public, and more particularly that of architects and engineers, to the importance of having the timber of such works in which they may be engaged effectually preserved from decay by being submitted to Kyan's process. The Directors have the satisfaction of stating, that the following eminent engineers have adopted Kyan's process for the preparation of sleepers on the under-mentioned important railway undertakings:—
London and Birmingham Railway R. Stephenson, Esq.
Great Western Railway J. K. Brunel, Esq.
North Midland Railway G. Stephenson, Esq.
Manchester, Bolton, and Bury Railway. J. Hartley and J. Hartley, jun., Esqrs.
London and Croydon Railway Jos. Gibbs, Esq.
Liverpool and Manchester G. Stephenson, Esq.
London and Southampton J. Locke, Esq.
The Ulster, York, and North Midland G. Stephenson, Esq.
Newcastle and North Shields, &c. Nicholson, Esq.
Licenses are granted by the Company for the use of the patent process to architects, engineers, railway companies, timber merchants, and noblemen and private gentlemen for their estates.

RAILWAY MAGAZINE, AND ANNALS OF SCIENCE.

By JOHN HERAPATH, Esq. No. 26, New Series of this Work (continued monthly), price 1s. 6d., has just appeared, with a Plate, Wood-cut, and 16 pages extra. Among the Contents of the present Number are, Observations on Messrs. Stephenson and Bidder's Report on working the Commercial Blackwall Railway with Fixed Engines, by One of the Craft; Questions respecting Liabilities of Shareholders, Responsibility of Directors, Gradients, Trains, &c. &c. answered; Hints to Directors of Railway Companies respecting Prevention of Accidents, Regulations in the Arrival of Trains and Delivery of Goods, Offices for Transfers and Registry of them; Bristol and Exeter Railway; Eastern Counties Railway Accounts, Situation, &c.; On rendering Chain Suspension Bridges, Viaducts, and Piers, nearly Inflexible; Interesting Report of the late celebrated John Rennie, Civil Engineer in 1802, respecting the Comparative Advantages of a Canal or Railway, and a Scheme for a Canal with Double Railways on each side of it; Reports of several Railway Companies; Interesting Scientific, &c. Intelligence, in which is an Experiment on Whiskaw's Hydraulic Telegraph; a great quantity of Railway and other information; an Important Decision of a Parliamentary Committee on the 10th per cent. Deposit Clause; Prices of Shares, state of the Lines, &c. &c.

The preceding Numbers of this Work contain numerous valuable Papers on the Theory and Practice of Railways, Locomotives, and other interesting subjects, together with copious information on all Railways, at home and abroad.

London: James Wyld, Charing-cross, and all other booksellers.

THE MINING JOURNAL

AND COMMERCIAL GAZETTE
is the only Newspaper exclusively devoted to Geology, Mineralogy, and Metallurgy, combining therewith Reports of the Proceedings of Public Companies, Correspondence from the English and Foreign Mining Districts, Sales and Purchases of Ores, Prices of Shares in Mines, Railways, Joint-Stock Banks, Canals, &c., with Parliamentary Intelligence, London Gazette, and much original and interesting Scientific Intelligence, &c., forming an invaluable record of every occurrence relating to MINES, RAILWAYS, JOINT-STOCK BANKS, &c.

To which is now added (gratis) monthly, THE MINING REVIEW, AS A SUPPLEMENT, containing, as heretofore, Original Articles, Reviews of Scientific Works, Foreign Extracts, Proceedings of Scientific Bodies, and Miscellaneous Intelligence.

The MINING REVIEW is also published monthly, price Sixpence, in a wrapper. The MINING JOURNAL is published at Two o'clock every Saturday afternoon, at the office, 12, Fenchurch-square, Fleet-street, London, price Sixpence, and may be had of all booksellers and newsmen in town and country.

Just published, price 3s. 6d., No. X. of THE MINING REVIEW

AND JOURNAL OF GEOLOGY, MINERALOGY, AND METALLURGY.

- CONTENTS:
- I.—On Metalliferous and Mineral Deposits, their general structure and apparent laws of development, by FREDERICK BURR.
 - II.—Mineral Topography of Great Britain, by A. W. TONKE, Esq., M.A., F.G.S.
 - III.—Suggestions for Preserving Permanent Records of Subterranean Operations, by FREDERICK BURR.
 - IV.—Section of the Crofton Railway at New Cross, by Dr. MITCHELL, F.G.S.
 - V.—On the Electric Currents observed in some Metalliferous Veins, by W. J. HENWOOD, Esq.
 - VI.—Geological Particulars of parts of Cliffs in the Land's End District, Cornwall, as observed in an Excursion round the Coast, from Mousehole to Cape Cornwall, in the year 1826, by R. THOMAS, C. E., &c., Falmouth.
 - VII.—On the Smelting of Iron Ore with Anthracite, or Stone Coal, by GEORGE CRANE, Esq.
 - VIII.—Notice of a Wind Machine applicable to Mining Purposes, by EDWARD CANNAN, Esq.; with Remarks by the Editor.
 - IX.—Notice of the Mines and Geological structure of the Mineral District of Flintshire, by FREDERICK BURR.

CONTRACT FOR WORKS.

DUBLIN AND DROGHEDA RAILWAY.—The Directors will meet at their Office, 15, Marlborough-street, Dublin, at Twelve o'clock, on the 16th May next, to receive Tenders for the execution of the following works, to wit:—The Excavation and formation of all Earthwork, and the Construction of all Piers, Bridges, Culverts, and other Brickwork and Masonry; and the entire completion, including the supplying of all necessary Materials (except the permanent Rails and Bearings, and laying the same) of that portion of the Line extending from the North Bank of the Royal Canal, City of Dublin, to Raheny Brook, County of Dublin, being a distance of about three miles and thirty chains;—and to keep the same in Repair for one year after completion.

CONTRACT No. 3.—The Excavation and foundation of all the Earthwork, and the Construction of all Piers, Bridges, Culverts, and other Brickwork and Masonry, and the entire completion, including the supplying of all necessary Materials, (except the permanent Rails and Bearings, and laying the same) of that portion of the Line extending from Raheny Brook aforesaid, to a road near Portmarnock church, Parish of Portmarnock, and County of Dublin, being a distance of three miles and ten chains.

Plans, sections, specifications, working drawings of the above works, and Draft of Contract, may be seen, and printed forms of Tenders obtained at the Company's Office in Dublin, and at the office of George Woodhouse, the Company's Engineer, Kegworth, Leicestershire, on and after the 18th of April next.

The Tenders are to be sealed, and will all be opened at the above time and place, and not before, and in the presence of the several Tenderers for contracts, or some person authorized by them, who are hereby requested to attend.

All Tenders are to be lodged with the Secretary previous to the hour of meeting, endorsed "Tender for Works." No Tender except the printed form furnished by the Company will be attended to.

Contractors must enter into Bonds with two sureties in a penalty of 10 per cent. on the gross sum contracted for. The names of the sureties are to be specified in the Tenders. Contractors will be furnished with counterparts of Contracts (if required) at their own expense.

The Contractors to find all Waggon, temporary Rails, and other materials for their own use.

The payment to Contractors will be monthly.

The directors will not bind themselves to accept the lowest Tender.

By order, WILLIAM EDWARD BOLTON, Sec.

Dated 22d March, 1838.

NATIONAL COGNAC BRANDY DISTILLERY

COMPANY.

To be incorporated by Act of Parliament.

Capital £250,000, in 10,000 Shares of £25 each.—Deposit £25.

DIRECTORS.

James Drew, Esq. Henry Stokes, Esq.

Thomas Melish, Esq. George Woollett, Esq.

Edward Rice, Esq. William Woolfryes, Esq.

Deane S. Walker, Esq.

Manager.—Henry Stokes, Esq.

The Distillery Department under the management of

Monsieur Conrad Thaddeus Vetter.

Bankers.—Sir Richard Carr Glyn, Bart., Halifax, Mills, and Co., Lombard-street.

Solicitors.—Mr. Charles Francis Avey, 6, Stone-buildings, Lincoln's Inn.

The object of this Company (which is formed from a knowledge of the almost impracticability of a business of such magnitude being carried on to advantage by an individual or individual capital) is to manufacture Brandy equal to Cognac, by a newly invented and ingenious apparatus, the secret of the working and process of which has been purchased by, and is exclusively secured under the best legal advice to the Directors of this Company.

The Brandy produced by the above means is undistinguishable from Cognac Brandy, and now only does it possess its flavour but also the same beneficial qualities, for which Foreign Brandy is so invariably recommended by the Faculty.

The Directors are confident of the success of this great undertaking, and the benefit that will arise to the public by the sale of this very superior Brandy, that they fully anticipate being able to compete with their Continental neighbours—as to render the importation of Foreign Brandy unnecessary, and at the same time to enable the Company to export to the Continent or elsewhere a Brandy equal thereto, the advantage of which will be a great National Benefit, and much assist the Agricultural Interests of this Country; and the more especially as the Government are about to open the Spirit Trade, and to allow the Drawback, with permission to export Spirits to Ireland and Scotland, thus throwing open a fresh and wide channel for the consumption of this Brandy.

The large fortunes made by Individuals who have hitherto been engaged in the Distillation of Brandy of a quality very inferior to the article which this Company will offer to the Public, the large Duty payable on Foreign Brandy, which from January, 1838, to January, 1837, was, as shown by the Parliamentary Returns, no less a sum than £1,413,774 4s. 5d., and the great difference in the price of the Foreign Brandy and that made by this Company, being more than one half, must satisfy every individual who wishes to increase his income, of the advantage he will derive by investing his Capital in this undertaking, and the more so, as no Shareholder will be liable for any sum of money beyond the amount of the shares held by him, and as the business will be conducted on the most honourable and safe principle, it is almost impossible that any loss can accrue to a shareholder, whilst he may obtain a very considerable gain.

The Directors having fully satisfied themselves of the superior article they can manufacture, have engaged the valuable services of the scientific inventor of the ingenious apparatus, and have purchased the Privilege, Patent, Utensils, and Goodwill of an extensive Brandy Distillery, by which means they will be enabled immediately to commence business with a large connexion, an advantage seldom obtained on the formation of an undertaking like the present.

It is proposed that a deposit of £5 a share shall be paid on the appropriation of shares, but no further call will be made on the Shareholders until the Directors are fully satisfied of the expediency of and the benefit that will be derived by making such call; nor will any Shareholder be called upon to execute the Deed of Settlement until a dividend be payable.

The accounts of the Company will be made up half-yearly, and after being properly audited, said before the Shareholders for their approval of the dividend then proposed to be made.

As the Directors and Managers will hold a large proportion of shares, a limited number only can be issued. Applications for which to be made (post paid), at the Offices of the Company, in King-street, Snow-hill; or, to Mr. CHARLES FRANCIS AVEY, Solicitor, 6, Stone-buildings, Lincoln's Inn, London; to the Union Bank, Manchester; to the Commercial Banking Company, Liverpool; and to Messrs. J. D. LAROCHE and Co., Dublin.

THE PATENT SAFETY FUZE.

FOR BLASTING ROCKS in Mines, Quarries, and for Submarine operations.

This article affords the safest, cheapest, and most expeditious mode of effecting this very hazardous operation. From many testimonies to its usefulness with which the Manufacturers have been favoured from every part of the kingdom, they select the following letter, recently received from John Taylor, Esq., F.R.S., &c. &c.

"I am very glad to hear that my recommendations have been of any service to you. They have been given from a thorough conviction of the great usefulness of the Safety Fuze; and I am quite willing that you should employ my name as evidence of this."

Manufactured and sold by the Patentees, BRIDFORD, SMITH, and DAVEY, Cambridge Cornwall.

PROCEEDINGS OF PARLIAMENT RELATIVE TO JOINT STOCK COMPANIES.

MONDAY.

Varteg Iron Company.—Bill to enable the proprietors or shareholders of a company, called the 'Varteg Iron Company,' to sue and be sued in the name of the secretary for the time being of the said company, presented; read first time; to be read second time.

London Grand Junction Railway.—Bill to amend and enlarge the powers and provisions of an Act relating to the London Grand Junction Railway, presented; read first time; to be read second time.

London and Croydon Railway (No. 1).—Bill reported; report ordered to lie on the table, and to be printed.

Edinburgh and Glasgow Railway Bill.—Two petitions in favour; ordered to lie on the table.

Garnick and Glasgow Railway.—Bill for altering and amending several Acts relating to this railway; and for enabling the company to raise a further sum of money presented; read first time; to be read second time.

Birmingham, Bristol, and Thames Junction Railway.—Bill to alter this line of railway, and to amend the Act relating thereto, presented; read first time; to be read second time.

Tau Vale Railway and Dock.—Bill read second time, and committed.

Hartlepool Railway and Dock.—Bill to enable this company to raise money by sale of shares in this undertaking, and for amending the Acts relating thereto, presented; read first time; to be read second time.

Newlyte and Coppar Angus Railway.—Bill to enable this company to raise a further sum of money, presented; read first time; to be read second time.

Fishguard Harbour Bill.—Petition in favour; ordered to lie on the table.

Anti Dry-Rot Company.—Second reading put off for six months.

TUESDAY.

Edinburgh and Glasgow Railway Bill.—Petition from Dunoon in favour; ordered to lie on the table.—Petition of trustees of the late Robert Warden, against; referred to committee on the bill; counsel ordered.

Grand Junction Railway Bill.—Two petitions in favour; ordered to lie on the table.

Cheltenham and Great Western Union Railway.—Report further considered; amendments agreed to; bill ordered to be ingrossed.

WEDNESDAY.

Cheltenham and Great Western Railway.—Bill read third time and passed.

Railways Committee.—Power to report opinion and minutes of evidence.—Report brought up and read; ordered to lie on the table, and to be printed.

Manchester, Bolton, and Bury Canal and Railway.—Petition against; referred to committee on the bill; counsel ordered.

Grand Junction Railway Bill.—Seven petitions against; ordered to lie on the table.—Petition in favour; ordered to lie on the table.—Bill read second time, and committed.—Petition against; referred to the committee on the bill; counsel ordered.

Newcastle-upon-Tyne Railway Bill.—Petition of the Earl of Carlisle against; referred to the committee on the bill; counsel ordered.

Manchester, Bolton, and Bury Canal, &c.—Petition of the Liverpool and Manchester Railway Company against; referred to the Committee on the bill; counsel ordered.

Midland Counties Railway.—Bill read second time, and committed.

Southampton Docks Bill.—"For extending the time for making a dock or docks at Southampton," presented, and read first time; to be read second time.

Branding Junction Railway Bill.—Reported; report to lie on the table, and to be printed.

St. Helen's and Runcorn Gap Railway Bill.—Read second time, and committed to Mr. Wilson Patten and the Lancaster list; and all members serving for the counties and places therein, through which counties the railway is intended to pass.

Edinburgh and Glasgow Railway Bill.—Leave given the committee to sit to-morrow notwithstanding any adjournment of the house.

PARLIAMENTARY SUMMARY.

HOUSE OF LORDS.

MONDAY.

Lord WHARNCLIFFE moved for a series of papers illustrative of the working of the Poor Law Amendment Act in a union in Yorkshire. He expressed his doubt as to the utility of the act, although he had supported the original bill. He condemned the conduct of the commissioners. The papers were eventually ordered.

TUESDAY.

After the presentation of petitions, the Bishop of Exeter moved for a copy of any dispatch from the Governor of the island of Malta, to his late Majesty's Secretary of State for the Colonial Department, respecting the appointment of the Bishop of Malta to be a member of the Council of Government of that island, which was agreed to.—The Slavery Abolition Act Amendment Bill was read a third time.—The Disenters' Declaration Bill, and the West India Bill, were read a third time and passed, after which their lordships adjourned.

The business was confined to the presentation of petitions for the abolition of negro apprenticeship, and against any further endowment to the Church of Scotland.

The House was occupied for a considerable time in discussing the subject of immediate termination of the apprenticeship system in the colonies; but, as the discussion was on the presentation of petitions, it led to no result.—In answer to a question from the Marquis of Westmeath, the Earl of Minto stated that it was true that one of the packets on the Irish station was now under repair, and another was damaged by a collision with another steamer; but the Admiralty had no more steamers at present at their disposal which they could employ on that station.

FRIDAY.

The Royal Assent was given (by commission) to several public and private bills.—The Earl of ABERDEEN moved for and obtained various returns regarding the Church of Scotland.

HOUSE OF COMMONS.

MONDAY.

Col. SEALE brought in the bill to allow the grinding of foreign corn in bond for exportation. It was read the first time.—The house went into committee on the Mutiny Bill, and the Marine Mutiny Bill.—Sir F. TRENCH directed attention to the proposed site for the new houses of parliament, a subject which Mr. HAUSE said well merited attention.

The business of the evening was wholly devoted to the discussion of a motion made by Lord ELIOT, founded on the foreign policy of Ministers, with a view to the passing a vote of censure on their conduct.

The **Attorneys' and Solicitors' Bill (Ireland)** was read a first time.—Lord J. RUSSELL said that the government had caused investigation to be made regarding the application for a corporation for Sheffield.—The Mutiny Bill was read a third time and passed.—The adjourned debate on Lord ELIOT's motion, regarding the government policy towards Spain, was brought to a conclusion without any further discussion. The numbers were—ayes, 62; noes, 70;—majority in favour of ministers, 8.

THURSDAY.

The **Notting-hill Footway Bill** was postponed till Monday.—The **Grand Junction Railway Bill** was read a second time.—Mr. GILLON obtained leave to bring in two bills to alter and amend the laws for granting licenses for the sale of excisable liquors in Scotland; and to repeal so much of the 24th George II., and 39th and 40th George III., as prevents the recovery of debts contracted for spirituous liquors when the sum shall not have amounted at one time to 20s. sterling.—Sir G. STRICKLAND proposed a resolution, "That this House is of opinion that apprenticeship in the British colonies, as established by the Act of Abolition passed in the year 1833, shall cease and determine on the 1st of August in the present year." A debate ensued, which occupied the House till twelve o'clock, and was then adjourned.

FRIDAY.

Many petitions were presented for the abolition of the negro apprenticeship system.—Mr. ORMSBY GORE gave notice, that after the recess he would move for an account of the expenses by bills for renewing, altering, extending, &c., turnpike acts, since 1820.—Mr. SANFORD presented a report from the committee on pensions.—The adjourned debate on Sir G. STRICKLAND's resolution for the abolition of the negro apprenticeship system was then resumed. The debate occupied the remainder of the sitting. On the division the numbers were—For the original motion, 205; for the amendment, 269; majority for the amendment, 64. The House then adjourned.

STEAM-ENGINES.—The governor of Milan has issued a notice, dated the 18th January, stating that an imperial decision of the 25th November 1837, has fixed for the present the duty upon the importation of steam-engines necessary for the government railroads at 1 per cent. This duty will be afterwards increased 1 per cent. every following year, until it reach 5 per cent. This decision, however, is not to prejudice the arrangement that every machine unknown in the kingdom, and imported for the first time, is to be exempt from all duty. This decision entered into execution on the 1st January, 1838, and the duty is paid exclusively at the principal custom-house.

BRITISH IRON COMPANY.—JUDGMENT.

HOUSE OF LORDS.—MARCH 26.

As this celebrated case is now concluded ultimately and for ever, it may not be amiss to state in a few words the general nature of the question which has been in controversy between the parties litigant, and which has so much attracted the notice of the public, not in consequence of its own intrinsic merits, as in consequence of the extent of the property involved in the decision, and which, in the annals of jurisprudence, will be only known as having given rise in the court below to the delivery of a judgment unparalleled in the exhibition of every judicial attribute, which judgment itself has been, however, "exceeded," to use the words of Lord Brougham, "if any thing could exceed it," by the vindication of the judgment in the House of Lords by Lord Lyndhurst himself, who presided over the original hearing of the case in the Court of Exchequer. The circumstances out of which the case has arisen were briefly these:—Mr. Small and Mr. Attwood having entered into a negotiation for the purchase, by Mr. Small, of the iron works of Mr. Attwood, in Staffordshire, a statement was made in writing in several papers by an agent of Mr. Attwood, of the produce of the works in question, and of the expense of producing such produce. Concerning the nature and character of these written papers, it was alleged on the part of Mr. Small, that they contained a declaration of the then present condition of the concern, and represented the actual amount of iron then produced, and the actual cost of then producing it. Upon the part of Mr. Attwood, it was contended that they contained only an estimate of what had been upon an average of several years the amount of produce, and of the expense of production, or of what would or may be such produce and cost in certain circumstances, future, contingent, and hypothetical. The real nature and character of the statements contained in those papers was the principal and only question in the case; but in order to arrive at a just conclusion upon this question, it became necessary to take a great variety of other and collateral circumstances into consideration.

It was expected that judgment would have been given in this great case on Thursday, the 22d inst.; the day was, however, occupied entirely by the speeches of the Lord Chancellor, the Earl of Devon, and Lord Lyndhurst, the great length of which, especially the latter, precludes their insertion, although we have endeavoured to give the proceedings of the last and most important day at as great a length as the press of other matter will permit. On the proceedings of Thursday we shall, therefore, merely observe, that the Lord Chancellor and the Earl of Devon pronounced decisively reversing that of the court below, while Lord Lyndhurst, in a most masterly and powerful speech, vindicated and confirmed his former judgment, thus leaving the decisions of Lord Brougham and Lord Wynford to settle this long disputed cause.

Lord BROUGHAM addressed their Lordships and said, that he approached the case with deep anxiety, which was produced not only by the importance of the case itself, but by the peculiar position in which he (Lord Brougham) happened to be placed at the moment of its decision, a position which gave to his opinion a degree of interest which it could not derive from any intrinsic value of its own. The case itself was without example in the memory of the oldest practitioner, in the length and complexity of the details which it had been necessary to take into consideration, in the mass and volume of the matter by which their Lordships had been encumbered, and in the value of the subject which depended upon the result of the controversy. The hearing had in all occupied more than four score days, of which fifty were taken up at the bar of their Lordships' house. The printed papers amounted to no less than 30,000 folio pages; and the notes which had been furnished to him of the argument in the case amounted to 15,000 pages in folio. It was also worthy of notice that, unlike all other cases which he had ever heard, instead of diminishing in prolixity as it advanced—instead of growing lighter in the quantity of matter—instead of growing narrower in the grounds of the controversy—it had become more prolix, more weighty, and more extended in every succeeding stage, until at last their Lordships were overwhelmed with a mass of matter under which they lay exhausted, if not confounded, and which had been so regularly accumulating in every before stage of the three preceding days, that if it could go on to a fourth it would be difficult even for the imagination to scan the limits to which the materials of the evidence would extend. After various preliminary observations, his Lordship proceeded to lay down the principles of law applicable to the case. In order to entitle a party to relief from a contract into which he alleged himself to have been led by the fraudulent misrepresentations of the other contracting party, it was necessary that the misrepresentation should be false within the knowledge of the party making it, and should have been the sole ground upon which the contract had been entered into by the party complaining. Having so stated the principles of law upon the subject, he should now come to the facts of the case, and to the application of these principles. The noble and learned lord here entered into a detail of the facts of the case, but they are all uncontroverted; he thought it unnecessary to go over the statement of them again. He contended that they showed that the company represented by Mr. Small had not rested content with the representations of Mr. Attwood, but had not entered into the contract on the faith of such representations, but had on their own part instituted inquiries for the purpose of ascertaining their correctness. He did not mean to say that these inquiries on their part would be sufficient to disentitle them to relief, if the conduct of Mr. Attwood had been such as to prevent them from being effectual for the attainment of the truth, but he thought that a case of that nature ought to be established upon the plainest evidence. The noble lord then went at great length into the evidence, for the purpose of showing that the representations of Mr. Attwood had not, in fact, been made the grounds upon which the company completed the purchase; that he had afforded them every facility of testing the accuracy of the statements which he had made, and that they were entirely satisfied with the correctness of his representations, until the alteration in the price of the produce had rendered it desirable for them to put an end to the purchase. The noble lord concluded by giving his assent to the motion of the Lord Chancellor, that the judgment ought to be reversed.

Lord WYNFORD said, that if it had appeared to him to be necessary to address their Lordships at anything like the length to which his noble and learned friend had just addressed them, he should not at all have interfered upon the present occasion. According to his view of the case, however, it might be reduced to two very short and very intelligible points. He had listened for four days to the speech of the learned counsel of the appellant at the bar, it being the only time in his experience of fifty years at the bar that he had ever known the address of one counsel to occupy so much time. The speech, however, although very learned and elaborate, had entirely failed to convince him that it was possible to shake the judgment which had been given in the Court of Exchequer. He had since then heard the opinions of the three noble and learned Lords who had addressed the house in opposition to that judgment, and his own opinion still continued the same. He was, moreover, of opinion, that their Lordships had not yet had the means of forming a correct opinion upon the merits of the case, and he thought no time which was necessarily and profitably spent could be too much for the purpose of instituting a complete and satisfactory inquiry into the circumstances of a case by the decision of which one way so many individuals (shareholders in the company) would be ruined. He therefore intended to close his present observations by moving that the giving of judgment in the case be adjourned until after the trial of an issue, which he considered to be absolutely indispensable to enable their Lordships to do justice in the case, and which he should recommend their Lordships to order even at this late period of the proceedings. The noble lord then entered into the circumstances of the case, which he said clearly showed that the representations of Mr. Attwood had been false to his own knowledge, and that the company had been led by those representations to enter into the contract. On these facts a jury in Staffordshire would be peculiarly proper judges. It had been the business of their lives to understand such matters, and they would, moreover, have an advantage which their Lordships had not, in being able to see the deportment and behaviour of the witnesses under actual examination. As to the length of time which it was said that such an inquiry would occupy, he would undertake to say that a court at nisi prius would completely decide it in two days. There might be another question, as to whether the company had complained of the contract in a reasonable time, but this, like the others, was a question of fact peculiarly proper for the cognizance of men acquainted with the usual conduct of business of that nature. It appeared that the first occasion on which the company began to entertain a suspicion as to their having been imposed upon was on the 9th of November. Mr. Taylor then recommended them to wait for the coming in of the quarterly accounts, and from them it appeared that the produce of the mine was only about one-third of what Mr. Attwood represented it to be in the year before. In that year he was, according to his own account, making 90,000*l.* a year, whereas in the next year, when it came to the hands of the company, it produced only 30,000*l.* in the quarter. He (Lord Wynford) should like to have Mr. Attwood explain to them the reasons which induced him to sell a concern by which he realised such an immense profit, and to know from himself whether he apprehended becoming too rich for a subject. He should also like to know how a mine, which in his hands had been so productive, was of so little value immediately after it came into the hands of the company who had purchased it. The noble lord then went into an examination of the papers containing the representations, and dwelt particularly upon the statement of Mr. Attwood that the cost of producing a ton of iron was only 4*s.* 8*d.*, whereas, in fact, it amounted to 5*l.* 4*s.*, making a difference of 1*s.* 8*d.* a ton, which, upon the whole extent of its produce, made a difference of 18,000*l.* a year. A most important question in the case was whether Mr. Attwood knew this statement to be false when he made it, and the decision of that question could not be satisfactorily arrived at without the assistance of a jury. From a further examination of the facts, his Lordship declared it to be his opinion that the whole contents of the papers in controversy were intended as actual representations of the then amount of the produce of the mine, and of the then cost of the production. He also inferred that Mr. Attwood had liberally kept back from the company the materials whereby they would be able to detect the falsehood of the representations which he had made. Upon the whole matter he thought that no full or satisfactory decision could be made of the case without the intervention of a trial by jury. The object of the paper testimony seemed to be only to perplex the mind of his noble and learned friend, Lord Lyndhurst, and if any thing could perplex such a mind, a mind so vigorous and luminous, the evidence in this case would have done it. Upon the whole subject he was of opinion, that the House, before they proceeded any further, ought to direct the trial of an issue between the parties.

The LORD CHANCELLOR said, that the motion for an issue could not be made in the place where it was introduced. He should move that the judgment below be reversed in the first instance, and, after the decision of that question, the motion of Lord Wynford could be taken into consideration.

Lord BROUGHAM said, that at present there was a judgment in the way, which must be absolutely got rid of before any further step could be taken.

It was then moved that the judgment of the Court of Exchequer be reversed, and the Lord Chancellor declared that "the contents of the bill"—that the majority of the House were in favour of the reversal.—The question as to the final decision was then put, and it was resolved that the decree of the Court below be reversed, and that no issue be directed. The effect of which is to exclude the shareholders of the British Mining Company from all remedy against Mr. Attwood ultimately and for ever.

Mr. SERJEANT WILKS, who in the appeal has been the leading counsel of Mr. Attwood, then applied to the Court in respect of a sum of 40,000*l.* consols, and 100*l.* in money, which had been paid into Court by Mr. Attwood, and which had been paid out to the respondents on their application. He also applied for a sum of 10,000*l.* which he had been ordered to pay for costs.

The House, after some short conversation, made an order directing generally that

the Court below would take all necessary steps for carrying into effect all the consequential details of the present decision. It was stated by the counsel at the bar, that there was another appeal impending, but that it would be decided by the fate of the present one, and would never again come under the notice of their Lordships.

COMMERCIAL AND AGRICULTURAL BANK OF IRELAND. COURT OF CHANCERY—TUESDAY.

THORPE V. HUGHES.—This was an appeal motion to discharge an injunction granted by the Vice-Chancellor, which restrains the trial of an action brought by the defendant as agent of the Commercial and Agricultural Bank of Ireland to recover from the plaintiff a sum of 1500*l.*, the balance of calls on shares in that company. The company was established in 1834, at the suggestion of a Mr. James Dwyer, and the plaintiff, who is a merchant in Manchester, became the holder of a number of shares, on which he has already paid 1500*l.* Having reason to be dissatisfied with the management of the concern he refused to pay the remainder of the instalments, and an action was commenced against him by the defendant, who, under the Act of the 6th Geo. IV., represents the company with a power to sue and be sued. The cause is set down for trial at the present assizes for the county of Lancaster, and the plaintiff, having filed a bill for the discovery of evidence of fraud and misrepresentation, as a ground of defence to the action, filed a bill for a discovery and obtained a common injunction against ten persons, whom he represented to be the committee of management of the bank. Having got this injunction for want of appearance, he then applied to have the terms of the injunction extended to the defendant, as connected with those ten persons in the fraud, and by this means he stopped the defendant's action, the ten persons first proceeding against having no action pending on the subject.

Mr. WAKEFIELD and Mr. SHARPE now contended that this proceeding was expressly opposed to the established practice of the court, and in opposition to the rule laid down by the Vice-Chancellor himself in the case of *Graham v. Lord Portlinton*.

Mr. JACOB, Mr. WIGRAM, and Mr. BAGSHAW supported the order of the court below.

The Lord CHANCELLOR said that if the new law, allowing a company to sue and be sued by one of their members, was productive of injury to society in its operation, some remedy must be devised to meet it, but he was certain that remedy had not been found in the present proceedings. The course that had been adopted was at variance with the established practice of the court with respect to injunctions to stay trials on default, and a practice that could not be departed from without inconvenience. With respect to the power given by the Act of Parliament to the banking companies, it was quite obvious that it would be altogether useless, and that they would be left without any means of recovering any debts that might be due to them, if the course that the plaintiff took could be maintained. It was a satisfaction to the court, however, to know that in overruling the order of the court below it did no injury to either side, for it was quite impossible from the nature of the issues that the plaintiff could derive any discovery through the bill that could in any way assist him in his defence to the action.

NORTHERN AND CENTRAL BANK OF ENGLAND.

LIVERPOOL SPRING ASSIZES.—MARCH 24.

THORPE V. LENNOX AND OTHERS.—This was an action brought by the plaintiff, as registered officer of the Northern and Central Banking Company of England, to recover from the defendants James Lennox, a gentleman named Daking, and a marine store dealer, at Liverpool, named M'Ghee, who were a co-partnership guarantee, along with others, to the bank, for the borrowing of the drafts of a Mr. Broadbent, who was placed by them to manage the paper manufactory of a Mr. Hughes, situated near Manchester, who became embarrassed in his circumstances, and was in debt to the defendants to a considerable amount, who determined to carry on his works for their benefit. It appeared that M'Ghee, as well as being jointly responsible for this amount on account of the concern of which he and others had taken the management, was a creditor of Hughes to the amount of about 3000*l.*

Mr. Justice PATTERSON said, however hard it might be on Mr. M'Ghee, it was his voluntary act, and the bank ought not to suffer. The verdict must, therefore, be for the plaintiff.

Verdict accordingly for the amount.

LIST OF NEW PATENTS.

- WILLIAM BATE**, of Werrington, Northampton, Esq., for "Certain Improvements in obtaining and regulating power;" six months.
- MATTHEW HEATH**, of Farnival's Inn, London, Esq., for "Improvements in Engines to be worked by Steam or other Fluids," being a communication from a foreigner residing abroad; six months.
- CHARLES FLUDE**, of Long-lane, Bermondsey, Surrey, manufacturing chemist, for his invention of "Improvements in applying Heat to the Manufacture of Alkaline and Salts, and for Smelting and otherwise working Ores, Metals, and Earths;" six months.
- CHARLES PHILLIPS**, of Chipping Norton, Oxford, surgeon, for "Improvements in Apparatus or Machinery for Punching, Bending, Cutting, and Joining Metal, and for Holding or Screwing Metal to be punched, bent, cut, or otherwise operated on;" parts of which machinery are adopted to perform some of these operations on other materials.
- JOHN BERNARD HUMPHREYS**, of Southampton, civil engineer, for his invention of "Improvements in Marine and other Steam-Engines;" six months.
- GEORGE RYDER PEPPERCORNE**, of Vauxhall, Surrey, gent., for an "Improved Machinery to be employed for Locomotion on Railroads and other Roads, which is also applicable to other engines for exerting power;" six months.
- JOHN MELVILLE**, of Upper Harley-street, Middlesex, gent., for "Improvements in the Generation of Steam, and on the application of Steam to Navigation;" six months.
- GEROME DEVILLE**, of Crutched-friars, London, coach-builder, for "Certain Improvements in Railroads, and in the Carriages to be used thereon;" six months.
- ROBERT ESSEX**, of St. Mary, Islington, Middlesex, silversmith, for "Certain Improvements in the construction of Paddle-wheels, and in the Paddle-boxes or Cases of Steam-vessels;" six months.
- WILLIAM FARQUHAR**, of George street, Tower-hill, London, chronometer-maker, for "Improvements in Generating Steam for Steam-Engines;" six months.
- JOHN ERICSSON**, of Berkeley-street, Connaught-square, Middlesex, civil engineer, for an "Improved Steam-Engine;" six months.
- JEREMIAH GRIME**, of Bury, Lancaster, engraver, for "Certain Improvements in manufacturing Wheels which are applicable to Locomotive Engines, Tenders, and Carriages, and to Running Wheels for other useful purposes, and also in the apparatus for constructing the same;" six months.
- JOHN HOULSTON**, of Bradford, York, printer, for "Improvements in Apparatus for Stopping or Retarding Carriages;" six months.
- JOSIAH PEARCE HOLEBROOK**, of Devonshire-place, Edgeware-road, gentleman, for an "Improved Method or Improved Methods of Propelling Vessels;" six months.
- JOHN DANFORTH GREENWOOD**, and **RICHARD WYNNE KEENE**, of the Belvedere-road, Lambeth, manufacturers, for an "Improvement in the Manufacture of Cement, and in the Application of Cements and other Earthy Substances to the purpose of producing Ornamental Surfaces;" six months.
- WILLIAM HALL**, of Greenwich, engineer, for "Improvements in Steam-engines, and Apparatus connected therewith, and in Machinery for propelling Vessels;" six months.
- JOHN SEAWARD**, of the Canal Iron Works, Poplar, engineer, for an "Improvement or Improvements in Steam-engines;" six months.
- THOMAS EVANS**, of the Dowlis Iron Works, agent, for an "Improved Rail for railway purposes, together with the mode of manufacturing and fastening down the same;" six months.
- LOUIS JOSEPH AMANT RAMEL**, of Lisle-street, Leicester-square, gentleman, for "Improvements in Machinery for excavating and embanking earth, for the construction of Railways and other Works;" six months.
- DUCHEMIN VICTOR**, of Gracechurch-street, gentleman, for "Improvements in Rotary-engines to be worked by steam or other elastic fluids. Communicated by a foreigner resident abroad;" six months.
- JAMES LOWE**, of King-street, Old Kent-road, in the county of Surrey, mechanic, for "Improvements in propelling Vessels;" six months.

ANTI-COMBUSTION MUSLIN.—We have now before us a piece of muslin, which, on being put into the flame of a candle, or thrown into the fire, merely carbonises, without flaming; so that any woman dressed in materials so prepared, cannot be burnt by any of those accidents by which the young and the aged too often suffer the most painful deaths. The finest colours are not affected by the process. It is equally applicable to every substance, from the canvass of a ship of war to the finest lace—for the curtains of beds, the furniture of rooms, the coverings of sofas, and all those materials which often cause conflagration. It also prevents the attacks of mildew. Papers subjected to great heat only carbonise, and leave the writing or the numbers and value of the bank-notes legible. The general utility of this discovery will command attention. We understand that a foreign government has commanded its use, and that a company is forming for its immediate introduction. The process, like all useful things, is simple in the extreme, and about as expensive as starching a dress.—*Literary Gazette.*

ORIGINAL CORRESPONDENCE.

NEW STEAM-ENGINE.

TO THE EDITOR OF THE MINING JOURNAL.

SIR,—In a late number of *Chambers's Edinburgh Journal*, there is a notice of a "new steam-engine," on a new and simple principle, the invention, it is stated, of an American of the name of Avery, and made the object of a patent in this country. The engine, which is now in operation in the shop of Mr. John Ruthven, machine maker in Edinburgh, is worked by the steam rushing through a hollow central axle into a "wheel of only two arms," and escaping by lateral orifices at the extremities and opposite sides of the hollow arms (which are placed at right angles with the hollow axle), the motion being produced by the unequal internal pressure of the steam on the sides of the arms.

It does not necessarily imply a censure on the individual claiming an invention, to show that it is not a novelty; nor do I attempt to assert that the American above named may not have propounded that in question as such, and that it may not have been recently patented in this country, under the impression of its being a perfectly new discovery; or that two or more persons may not be equally entitled to be considered as the inventors of the same thing. For instance, the use of the crank, for converting rectilinear into rotative motion, was suggested by Jonathan Hulls long before the same contrivance occurred to James Watt, whose splendid genius, and candid and honourable character, forbid the slightest suspicion of his compromising his unsullied reputation, by descending to pirate the invention of another.

But to return to the immediate subject of this letter. Avery's alleged invention is, in fact, the application of steam, instead of water, to the principle of that simple and useful machine, *Barker's Mill*; and I wish to draw the attention of your readers to it, under an impression that, with proper modifications, it may be applied with great advantage on occasions where speedy erection, and economy of space and expense, form the leading desiderata. In regard to space, I suggest that it may be contracted, or the power increased, in the same given space, by increasing the number of the arms or discharging pipes; and that the waste steam from the iron case in which the wheel is proposed to be enclosed, may be carried into the chimney or stack of the boiler, to increase the draught of air through the flues, as is the practice in high-pressure engines.

I am not prepared to give any decided opinion as to the effect, or "duty," as it is termed in Cornwall, which this machine is capable of performing; but I cannot credit what is advanced in *Chambers's Journal*, of its great superiority on this head. I hope that some of your scientific and practical readers will give this important point adequate consideration, and the public the benefit of it, in the pages of your valuable Journal.

I have stated that this steam-engine is the adaption of steam to the principle of "*Barker's Mill*," and to show that steam has long since been similarly applied, I refer (to say nothing of the Ancients) to an account given in a book published in Leipzig, in the year 1597, of the "*Whirling Elipile*." More recently, the application of steam to this principle was shown in "*Kempel's Rotary Engine*," described by Langsdorf,* of which engine, that announced in *Chambers's Journal* is a close resemblance. "*Sadler's Rotary Engine*," for which a patent was granted in 1791, was also an application, though a complicated one, of the agency of steam to the same principle.

March 26, 1838.

A CORNISH MINER.

[For the information of our readers we subjoin the description of the engine alluded to by our correspondent; the principle, as he states, is by no means new, and we cannot coincide in the exaggerated representations of the value of the invention which have been put forward.—Ed. M. J.]

"The steam is generated in the usual manner in a boiler, whence it rushes through a tube to a thing which we call a wheel of only two arms, formed of hollow metal, into which it enters through a central axle. Let any gentleman pose his walking-cane on his finger at the centre, and then whirl the stick about like a wheel, and he will have an idea of the apparatus we speak of. The arms, we say, are formed of hollow metal, somewhat like the iron sheath of a dragon's sword, to which they bear a resemblance in length, breadth, and thickness. There is a communication betwixt the interior of the arms and their axle, which is also hollow; and it is through this hollow axle, as already mentioned, that the steam rushes from the boiler. At the outer end of each arm, quite in the corner, there is a small aperture, hardly larger than that which might be made by a good-sized needle. The steam, which is admitted at the central axle, rushes along the arms, and causes their revolution. The principle of the motion, as we understand it, is as follows:—If there were no apertures in the arms, the arms would remain in equilibrium, because the pressure of steam is uniform on all points of the inner surface. But when apertures are made, the equality of pressure is lost; in other words, there is no pressure on apertures, while the pressure at every other point remains. Hence the arms are propelled round in a direction opposite to that in which the apertures are made. The velocity of the motion is incalculable, something like sixty revolutions in a second, which is a rapidity too great for the human mind to investigate. The end of the axle opposite to that by which the steam is admitted, has a belt playing upon it, and by this belt any kind of mechanism may be turned."

* Handbuch der Mechanik, Altenburg, 1794.

LONDON AND GREENWICH RAILWAY.

TO THE EDITOR OF THE MINING JOURNAL.

SIR,—Last Sunday, with a train of six carriages full (the distance from London to Deptford) it took eighteen minutes to accomplish, with no stoppage at the Spa-road—the usual time is nine minutes or less. Pray can you say, through your valuable Journal, at what rate, on a level, an engine of eight tons should draw the above load? the weight of which is, I imagine, about as follows. The foregoing rate appears to be about twelve miles per hour.

From 25 to 30 passengers in each carriage, say..	27
	6
	162
Average weight of each passenger	150 lbs.
	8100
	162
Passengers	24,300 lbs.
Six carriages, suppose 6000 lbs. each.....	36,000
Tender, 6000	6,000
	66,3000 lbs.

I imagine such is considered no great load; I hope, therefore, this was their inferior engine, of which I understand they have one, though not less costly, that I know of, than the others. I make quite a guess at the weight of the carriages, but I think, from their ponderous appearance, by eye comparison, they must be heavier than the passengers they will carry, for I think common stage-coaches are so, taking 150 lbs. to each passenger. Your opinion would much oblige.

Sir, your obedient servant,

London, March 13.

B. C. D.

P.S.—There were, for several hours, on the arrival of each train, about three times as many candidates on the railway, for the trip, as could be accommodated, and this, notwithstanding the steamers also carried full cargoes, so that as novelty wears off, so does not, it appears, the custom.

[Leisure does not permit us to enter into the queries proposed by our correspondent, but perhaps they may meet with attention from some of our engineering friends.—Ed. M. J.]

THE WEATHER.

TO THE EDITOR OF THE MINING JOURNAL.

SIR,—I observe in your valuable Journal a letter from Mr. Harrison, of Church Ockley, quoting the thermometer at that place, on the 20th Jan., at eight degrees. It seems of consequence, in such a very remarkable case, that your readers should be certified of the correctness of the instrument. So many thermometers are several degrees out of the way, particularly in parts of the scale which rarely come into use, that doubts on this point will be felt by many persons until this is done. Perhaps Mr. Harrison, or the possessor of the thermometer in question, will try it from zero (by mixing equal weights of snow and salt) to the boiling point, by comparison with another thermometer of known accuracy; and by carefully examining the diameters of the column of mercury in the lower part of the scale particularly, to see that it is cylindrical, or that

the degrees are adapted to any changes in its diameter. This will not be too much to expect, considering that the observation will be recorded as the greatest cold in England (mountain tops excepted) of the present, and many previous seasons—much greater than in the northern counties. I am, Sir, your most obedient servant.

Plymouth.

J. PRIDEAUX.

ON THE HEATING POWER OF COAL.—It is stated by Watt, that one pound of coal will raise the temperature of forty-five pounds of water from fifty-five degrees to 212 degrees; and Dr. Black has estimated that one pound weight of coal will make forty-eight pounds of water boil, supposing it previously to be at a mean temperature. These qualities, when reduced to a common standard, vary but little from each other. Watt's experiment of forty-five pounds of water being heated from fifty-five degrees to 212 degrees, is equal to thirty-nine and a quarter pounds only, if heated from thirty-two degrees to 212 degrees; and this nearly agrees with Count Rumford's calculation; at least the variation is not more than might be expected from a slight difference in the quality of the coal. Dr. Black's estimate is as much in excess, over the experiment of Watt, as Rumford's is in defect; we may, therefore, take the average of these three experiments, which will give as a result, that thirty-nine pounds of water may be heated from thirty-two degrees to 212 degrees by one pound of coal. The loss of heat in all buildings having any great extent of glass, we shall find to be very considerable. It appears by experiment that one square foot of glass will cool 1279 cubic feet of air, as many degrees per minute, as the internal temperature of the room exceeds the temperature of the external air; that is, if the difference between the internal and the external temperature of the room be thirty degrees, then 1279 cubic feet of air will be cooled thirty degrees by each square foot of glass, or, more correctly, as much heat as is equal to this, will be given off by each square foot of glass; for in reality, a very much larger quantity of air will be affected by the glass, but it will be cooled to a less extent. The real loss of heat from the room will therefore be what is here stated.

COAL IN SWEDEN.—Round Helsingborg, on the Sound, there is a small coal district, said to stretch also under the sea. It contains two beds of coal covered by sandstone, with variations of slate-clay and shale, over which there are several alternating layers of sand and clay. The lower stratum of coal, placed at a depth of from forty to fifty fathoms, is four feet thick; the upper at twenty-seven to thirty-three fathoms, is only one foot. It is wrought at Hoganas, but, though of good quality, with very little success; the Swedes preferring wood or turf for fuel, even in its immediate neighbourhood. In 1816, 153,056 sch. lbs., or 20,407 tons English, were dug here, of which, 75,536 sch. lbs., or nearly a half, were exported; and in 1832, it produced 155,323 sch. lbs., or 20,710 tons, worth about 13,000*l.*, or 12s. 6d. per ton; but it is uncertain whether it can be continued with any profit. The only other coal wrought, is in the island of Bornholm, where it is situated above the transitory rocks. Remains of marine plants and fishes are found in the coal and associated beds, and it is thought probable that they belong to the lias.—*Edinburgh Cabinet Library; Scandinavia.*

COAL.—Coals were first discovered at Newcastle in 1234, but did not come into general use in London till 1400. Fires from coal and tallow candles came into use in the same century. The first tallow candles made in England, were in 1280.

GEOLOGY.—On Tuesday week, the stone-getters at the Oak Bottoms stone delph, Brightmet, near Bolton, discovered a tree of about thirty feet long and forty inches in circumference, in a petrescent state, in the solid rock, about forty feet from the surface of the earth, and at least thirty feet beneath the strata of rock. The inside of the tree is completely petrified, and covered with an incrustation of carboniferous matter.—*Sheffield Iris.*

PLATE GLASS.—If we do not already equal, we may shortly expect to rival, our continental neighbours in the manufacture of this costly material. In size, as well as colour, they have hitherto very far surpassed us; but in these particulars, if we have not as yet quite reached the goal, from recent specimens we have seen, we have little doubt of our soon doing so, for in neither respect are we now far behind our rivals. At the warehouse of the Thames Plate Glass Company, in Savoy-street, Strand, are now to be seen two of the largest glasses ever made in this country, being 12½ by 7½ feet, within a few inches of the height, and in width far exceeding the mirrors of the ball-room in Windsor Castle, which are formed of two plates each. These plates, which are allowed to be of a splendid and brilliant colour, were cast at the company's extensive plate glass works, at Poplar.

LIVING TOAD IMBEDDED IN IRONSTONE.—In a coal-pit, at Green-gares, about five miles west from Slamannan, a living toad was lately found imbedded in the solid strata, about six fathoms below the surface, and between a level bed of ironstone and dalk. Its lodgment was in a soft wet mass, and the animal was sent to Glasgow in a perfectly lively condition.—*Scotch paper.*

EARTHQUAKE AT SHREWSBURY.—An earthquake was strongly and alarmingly felt in this town and vicinity on Saturday last. We have received accounts from several districts; and there is an exact agreement among them all as to the time when the shock, or shocks, took place, viz., at one o'clock after mid-day. In this town we have ascertained that workmen employed in several slightly-constructed workshops felt the tremulous motion in the walls, and an undulation of the floors; at the same time a rumbling noise was heard, similar to that of a train of waggons passing rapidly along a paved street. This noise was heard by many individuals and families in this town; but the shocks were more strongly felt in the neighbourhood of Shrewsbury, extending (as far as we have ascertained) about nine miles from this town, chiefly in a south or south-east direction. In the villages of Meole, Hanwood, Dorrington, Longdon, Pontesbury, &c., the shocks were perceptible. At Welbach coal works, three miles from this town; the phenomena have been most apparent; the walls of Mr. Hughes's house shook and wavered; a ruler rolled from the desk in the office; the men in the coal-pits were alarmed, and ascended as quickly as possible, believing that an explosion of "fire-damp" had occurred in some of the shafts. One man graphically described his observations by saying that "the mounds on the bank shook like leaves." At Cruckton-hall several of the bells tingled; at the village of Hanwood, bricks fell from a chimney. At Pontesbury the men ascended from the coal-pits in terror. At Porthill, near this town, the glasses shook in the chamber of an invalid, and "the chair tottered underneath him" (these are his own words). At Pontesford, Thomas Evans, a blind man, was almost shaken from his chair, and, at Hanwood, a lady rushed in terror to save her treasure. This tremor of the earth has occasioned much sensation here, but we have not heard that it has been felt in the coal-pits at Willington, Wolverhampton, &c.—*Shrewsbury Chronicle.*

EARTHQUAKE.—We daily receive more and more lamentable details of the great earthquake which visited the south-east of Hungary and Transylvania on the 23d of January. Alt-Orowsa, Orovitsa, Pancsova, Hermanstadt, and Cronstadt, in particular, suffered, where public and private buildings, church steeples, &c., fell, or were much damaged. In many places it was accompanied by the most singular phenomena. Flames are said to have issued from the ground, fiery and bloody signs to have appeared in the sky, &c. A slight shock was felt here, in Pesth, on the same day. Letters just received say that the earthquake extended very far into the Turkish provinces. In general the winter has brought many afflictions, severe cold, great inundations, and, above all, the quantities of snow have done much damage. The communications are broken off in many places. All business is at a stand. Many villages, many tracts of country, are almost wholly buried under the snow; and we expect much greater mischief when the snow melts. In many parts wolves appear, and commit great depredations. Here the ice in the river is still fast, and the streets are full of snow and ice, and dangerous for carriages, though many carts have been employed for three weeks in carrying off the snow.

UNION OF THE ATLANTIC AND PACIFIC.—Letters just received from Guatemala, in New Spain, say that the works of the long proposed canals for uniting these two oceans are still actively proceeding, and this vast enterprise, which is calculated to create a commercial revolution throughout the world, will be completed towards the end of next year. The line of route for the communication extends from the mouth of the river St. Jean de Nicaragua, following its course to the great lake of that name, a distance of 130 miles; the line then proceeds across the lake to the coast and town Nicaragua, ninety-seven miles; from this latter town it extends to Borro-tte, in the Gulf of Popaya, a distance of sixteen miles, making the total length of the line 253 miles.—*Globe.*

MEETINGS OF SCIENTIFIC BODIES.

IN THE ENSUING WEEK.

SOCIETY.	PLACE OF MEETING.	DAY.	HOOR.
Entomological	17, Old Bond-street	Monday	8 P.M.
Linnean	21, Regent-street	Tuesday	8 P.M.
Horticultural	1, Cannon-row	Tuesday	8 P.M.
Civil Engineers	Adelphi	Tuesday	8 P.M.
Society of Arts	Somerset House	Wednesday	7 P.M.
Geological	Somerset House	Wednesday	7 P.M.
London Institution	Finchley-circus	Wednesday	7 P.M.
Royal	Somerset House	Thursday	8 P.M.
Antiquaries	Somerset House	Thursday	8 P.M.
Zoological	28, Leicester-square	Thursday	8 P.M.
Royal Institution	Albemarle-street	Friday	8 P.M.
London Electrical	Adelaide-street	Saturday	7 P.M.
Royal Asiatic	14, Grafton-street	Saturday	2 P.M.

PUBLIC COMPANIES.

MEETINGS.

Wheal Gilbert Mining Company	Hore's, Copthall-court.	(this day)	12.
Symington Towing Company	London Tavern	April 2	12.
Rocks Tin Mine	George and Vulture	5	12.

CALLS.

Wheal Wallis Mining Company	10s. April 4	Manchester & L'pool Dist. Bk.
Cornubian Lead and Silver Mine	10s. 7	London & West. Bank, &c.
West Wheal Jewel Mining Co.	10s. 7	23, Threadneedle-street.
British Silver Lead Mining Co.	10s. 7	Grote, Prescott, and Co.
Tregollan Mining Company	10s. 7	London & Westminster Bank
Rhymney Iron Company	10s. 7	Glyn, Halifax, and Co.
Mexican Company	10s. 7	Masterman, Peters, and Co.
Rio Doce Company	10s. 7	Barnett, Hoare, and Co.
Perran Consolidated	10s. 7	Vere, Sapte, and Co.
Trevorgus Mining Company	10s. 7	Sir C. Price and Co.

Midland Counties Railway	10l. 26	London & West. Bank, &c.
		Wright & Co., Nottingham;
		Crompton and Co., Derby;
		Thorp & Co., Loughborough.

Tyr Gunter and Cefn Cwse Colliery	10l. May 18	London & Westminster Bank
London Joint-Stock Bank	3s. 21	London Joint-Stock Bank
Treburget Mining Company	3s. 27	Vere, Sapte, and Co.

DIVIDENDS.

Old Moor Mine	2s. 6d.	
Redruth United Mining Company	2s. 6d.	April 9.
Kennet and Avon Navigation	2s. 6d.	
Eastern Coast of Central America Company	4s. 4d. per cent.	July 1.
West Cornwall Mines Investment Company	1s. 6d. per share.	
North Consolidated Copper Company	3s. 6d. per share.	

NOTICES TO CORRESPONDENTS.

LONDON AND BIRMINGHAM CANAL.—We defer our intended observations on this undertaking until we have acquired further information, which is promised us; in the mean time, we have to acknowledge the receipt of several communications, and, amongst others, the letter of our correspondent from Northwich, of which, should occasion require, we shall avail ourselves.

Our correspondent, "C. H. W. T." appears to be in error in his statement of the South Towan sales. The parcel of 37 tons was divided between two purchasers—Mines Royal Company, and Nevill and Company; and in his second statement he has omitted to include 184 tons sold to one of the parties (Mines Royal), thus occasioning the apparent contradiction respecting which he refers to us.

In answer to our friend, "A Cornish Miner," the premiums of the "Highland and Agricultural Society," alluded to in our Journal some time since, appeared in the "Edinburgh Chronicle." Should we be able to obtain a copy, it shall be forwarded as directed.

We have received the communication of Mr. Jolott, and feel obliged for his suggestions, which shall be attended to in our next.

THE MINING JOURNAL,
And Commercial Gazette.

LONDON, MARCH 31, 1838.

It is with feelings of peculiar satisfaction that we refer to the matter embodied in the Number of the MINING REVIEW, which accompanies our Journal of to-day—and its value and importance will, we are assured, be fully appreciated by our readers. In our last Number we briefly glanced at some of the results which were given in Sir CHARLES LEMON's paper, on the Statistics of the Mines of Cornwall, and, through the courtesy of the Council of the "Statistical Society," we are now enabled to give the paper entire, reserving, however, the elaborate Tabular statements which accompany it, till a future opportunity.

The importance of statistical information on subjects connected with mining, is a thing on which we have long insisted; and one of the most elaborate contributions to this branch of knowledge which has yet been published, is contained in a former Number of the MINING REVIEW. We have great satisfaction, therefore, in giving publicity to Sir CHARLES LEMON's paper at so early a period after its being read, and among that class which is more particularly interested in the subject of his labours, possessing also the greatest facilities for extending such inquiries. The time, indeed, is not very distant when information of this nature would have been looked upon by parties interested in mines with a feeling of jealousy and suspicion; and we have ourselves, within the last few years, experienced much difficulty, in obtaining it, owing to this circumstance. The spread of knowledge (and, probably, the MINING JOURNAL has not been without its influence) has, however, now pretty well removed these ill-founded and narrow prejudices, and the information sought by the statistical inquirer, may at present, in most cases, be readily acquired, when the parties can be impressed with its real value and tendency, and are thus induced to take the trouble which is necessary to obtain it.

We are inclined, however, to believe that even now the tendency and bearings of statistical inquiries are not so clearly understood by many of our mining friends as could be wished, and a few observations on the subject may not, therefore, be misplaced. It is, we apprehend, perfectly clear, that on all subjects which are so extensive as not to come within the immediate range of our daily observation and experience, it is always difficult, often indeed impossible, to arrive at correct and satisfactory conclusions, that our ideas respecting such subjects must be vague and confused; and where matters of importance are involved, we are thus extremely liable to be misled by prejudice—the result of real or supposed self-interest. Erroneous ideas must ever produce erroneous modes of action; and however mischievous this may be in the case of individuals, it is infinitely worse when it influences the conduct of large bodies of society, or, as may sometimes happen, of Government itself.

To apply this principle more closely, it is only necessary to suppose a case of frequent occurrence—that some legislative enactment is contemplated, by which the interests of some particular class of society will be deeply affected. In this instance, limited facts or vague and ill-supported opinions will do but little to avert the threatened evil, while it is even possible that the measure itself may be founded upon partial and inconclusive data; since all who have given attention to the subject, must be well aware of the extreme difficulty of obtaining precise and satisfactory information on those general circumstances which must often form the basis both of social institutions and of legislative enactments. Were these facts, however, well understood by persons engaged in the various departments of manufacturing and commercial industry; and were each

to collect and register the circumstances falling more immediately within his own observation, the actual state of each branch at any given time, and the effects of extraneous causes, whether moral, political, or commercial, could readily be ascertained, a much surer basis being thus furnished, both for the judgment of individuals and for the measures of Government, than any which now exist.

In accomplishing the Herculean task of accumulating, condensing, and arranging the vast mass of facts to which we have alluded, the "Statistical Society" has taken a prominent position, and has laboured both with zeal and effect; while we may expect that valuable aid will be rendered to the cause, by the recently established Statistical Section of the "British Association;" still, however, there is an ample field left for individual exertion, and without its powerful co-operation, even the efforts of the two influential bodies to which we have alluded, will fall short of accomplishing much that is desirable.

If we look, for example, to the mines and minerals of this country, closely connected as they are with her wealth and prosperity, how little we shall find of their actual state and produce is known with certainty and precision; on the other hand, how much is vague and uncertain; yet, should the exertions of persons connected with mines be once aroused, how soon we should gain this desirable information, and be furnished with a clearer view of our position as a great mining country. We have, in more than one former instance, endeavoured to impress these views upon our mining friends, and on the present occasion, with so admirable an example before them, we are induced to hope that the endeavour may not be unattended with success.

The science of geology having ever deservedly occupied a prominent place in our pages, we have great satisfaction in presenting our readers with the late annual address of the President of the "Geological Society." This address, with an early copy of which we have been favoured, is given entire in our present Number, and contains a valuable summary of the progress of geological science during the past year, which will be read with interest by many of our mining friends. It would be out of place here to go into any details of the importance of this science, or of the views which it unfolds to the mind; we may, however, observe that the branch in which we are chiefly interested—the practical applications of it is still, in our opinion, almost in its infancy, and that they will never be fully developed until the study becomes more familiar to the practical miner—a result which we have ever endeavoured to promote, and, as we have reason to hope, not wholly without advantage to those for whom we have laboured.

The well-known and important appeal cause, *SMALL versus ATTWOOD*, was finally settled on Monday last, when the House of Lords reversed the celebrated decision of Lord LYNCHURST in the Court of Exchequer, which formed the subject of the appeal. This cause, involving property to an immense amount, has been in litigation for about twelve years, and the public must be too familiar with the leading circumstances which gave rise to this protracted contest, to render any recapitulation of them necessary here; while we feel that remarks would be misplaced on a subject which has so long exercised the highest legal talent in the kingdom, and has at length been set at rest by an appeal to the highest court of judicature. We have, in another place, given as full an abstract of the final proceedings as the press of other matter would admit, and to this we refer such of our readers as may be interested in the decision.

THE FUNDS.

CITY, FRIDAY EVENING.

The transactions in the English Funds throughout the week have been inconsiderable, and the fluctuations hardly deserving of notice. In the Foreign Stocks more business, however, has been doing, and the settling day had the effect of creating much business in some of the funds. Dutch Stock continues to be dealt in largely, and several transactions have been effected in this market on account of parties in Holland. Spanish are better, having been quoted 22.

The principal features of the week have been the fluctuations in the prices of shares, the operations being influenced not only by the Liverpool and Manchester reports, but the communication with the Paris Share Market; a large extent of business having been done in the Asphalte Shares, which are, however, lower, from the circumstance of a large number being thrown on the Paris market, the price having fallen from 23 to 8½, but they have since partially recovered, and are quoted 12½.

British Iron Shares have undergone a considerable change since our last, and, in our opinion, one far more serious than circumstances warrant. Previous to the decision of the House of Lords, the shares were firm at 38, or making a total value of 760,000l.; they have since declined to 14, being a reduction of 480,000l. This is an alteration in the value of property, so serious, that it behoves the shareholders to pause ere they submit to so serious a loss—a loss, indeed, on the original proprietors amounting to no less a sum than 720,000l., on the amount of capital paid up. From information we have acquired, it appears that the amount due to Mr. Attwood, about 230,000l., has been realised by the rental of the iron works and mineral property; thus the amount to be raised would be confined to the costs of the suit, which may be expected to be paid down to 80,000l. or 100,000l.

It is true there is the interest to be added, but these sums together must, we consider, be insignificant when compared to the real value of the estates possessed by the Company, for, however low the property might have been estimated when bar iron was at 4l. 15s. per ton, the present firm and wholesome state of the iron trade, with an advance of upwards of 100 per cent. in prices, makes a vast difference in the value of the undertaking.

A rather unusual circumstance occurred on the Stock Exchange, viz., the announcement for public sale in the house a large quantity of Croydon Railway Shares, on the 12th April next. We regret to be informed that this step has been deemed necessary by a much-respected party, to enable him to meet losses upon British Iron Company's Shares.

In Railway Shares there has been much business done, and prices generally sustained, with in some instances an advance. The Great Western, after being done at 9½, declined to 8½, but have since recovered. London and Brighton have improved, a rise having taken place of 2l. per share, also a like rise in the Southampton—the new shares have also improved 2l. The Manchester and Birmingham shares declined as low as 8½ after being done at 10½, but are again improving, the last price being 9½.

In Mining Shares there is but little to report, the accounts from some of the mines are of a more favourable nature; dividends only are required to give perfect confidence. Several new speculations are on the tapis.

Consols closed 93½ sellers for money, and 93½ account. Three-and-a-half per cent. Reduced Annuities 101½ for the opening, and the New Three-and-a-half per cent. 101½. Bank Stock 209. The premium upon Exchequer Bills 63 65. India Bonds, not marked, 8 9.

Spanish Bonds, with the May Coupons, 21½. Passive Bonds 5, and Deferred 8½. Portuguese New Five per cent. 30½ 31, and the Three per cent ditto 20½ 21. Brazilian Bonds 79½. Colombian 28½. Mexi-

can Six per cent 27½. Russian Bonds 111½. French Three per cent 80f. 75c., with the Exchange at 25f. 50c. Dutch Two-and-a-half per cent 54½. Old Fives 102½, and the New Loan 101½.

Great Western Railway Shares 26 27 prem. Brighton 3½ prem. Blackwall 2½ prem. Birmingham Quarter Shares 27½ prem. Croydon 3½ 2½ dis., and the ditto Scrip 3 4 prem. British Iron Shares 35 36 dis., and Claridge's Asphalte 10½ prem.

LATEST INTELLIGENCE.

CITY, TWELVE O'CLOCK.—Consols for Account, 93½; Exchequer Bills, 63 65 pm.; East India Bonds, 64 66 pm.; Dutch Five per cent, 102½; Ditto Two-and-a-half per cent, 54½; Portuguese Five per cent, 30½; Ditto Three per cent, 20½. —Railways:—Brighton, 3½ prem.; Great Western, 26 27 pm.; London and Birmingham, 87 89 pm.; New, 27 28 pm.; Southampton, 44 46 per share; New, 20 22 pm.; Manchester and Birmingham, 24 3½ pm.

LONDON, MARCH 30.—Copper continues steady. Tin has a slight tendency to advance. Lead is very firm, and expected to rise. Iron the same. Spelter is firm at 16l.

TRURO, MARCH 22.—Average standard, 111l. 8s. 0d.—Average produce, 7½.—Average price, 5l. 15s. 0d.—Quantity of pre, 3321.—Quantity of fine copper, 254 tons 16 cwt.—Amount of money, 19,269l. 16s. 6d.—Average standard of last sale, 113l. 8s.—Produce, 7½.

LIVERPOOL SHARE MARKET.—March 22.—Very little business has been done to-day; there is a much better feeling for Grand Junctions, and 225l. has been given. The market closes very flat. 23.—We have had an extremely dull market to-day, and prices have given way; there are few buyers in the market. 24.—The market has again been flat, and the business done extremely limited; Great Westerns offered at 25½ premium; Eastern Counties at 2s. 6d. premium; Brightons at 2½ premium. 26.—The market has again been dull and heavy; an improvement has taken place in Grand Junctions, 226l. having been paid for a lot of ten shares; buyers of Brightons at 2l.; Eastern Counties at 2s. 6d. discount; sellers of Eastern Counties at par; buyers of Midland Counties at 3l. discount. 27.—We have had a miserable market since the arrival of the London mail; Brightons are much depressed. 28.—There has been a better feeling in the market to-day, and buyers of Brightons have appeared at advanced prices; there are also buyers of Eastern Counties at 4½; of London and Blackwall at 2l. premium; of Grand Junctions at 227l.—Gore's Liverpool Advertiser.

BIRMINGHAM, MARCH 29.—At the quarterly meeting of iron matters, held this day, it was determined that no further advance should take place in the price of iron. The iron trade is represented to be in a highly flourishing state, there being considerable orders on hand, and several houses having been compelled to refuse further orders at present. The last advance of 10s. per ton is fully maintained, and in the opinion of some a further rise might have been safely made.

BIRMINGHAM METAL MARKET.—In the market for metals this week there is scarcely any alteration to notice, but the same disposition continues to be shown in holding firm for advanced prices. Altogether a very fair amount of business has been transacted. The sales in both English and Foreign iron have been on a limited scale, but those of English copper have been rather considerable, without, however, any material change in the value of either. British lead continues steady, and Spanish is still in demand. About 400 slabs of banca have been sold at 83s. 6d. per cwt.; and spelter has improved to 15l. 10s. to 16l. per ton.—Midland Counties Advertiser.

THE EXPORTATION OF THE PRECIOUS METALS.—The exportation of gold and silver coin from the port of London to foreign ports during the past week, ending 27th inst., is as under:—Gold coin to New York, 62,047 oz.; silver to ditto, 8000 oz.

PROCEEDINGS OF PUBLIC COMPANIES.

BRITISH TIN MINING COMPANY.

The half-yearly general meeting of the shareholders of this company was held at the George and Vulture Tavern, on Thursday, the 29th inst. J. BARCLAY, Esq., in the chair.

The advertisement concerning the meeting having been read, the SECRETARY read the following report:—

Immediately after the last general meeting of shareholders, your directors by correspondence with Captains Francis and Bray, entered into detail into all matters connected with the mine, with the view of putting a stop to such works as were not likely to produce beneficial results, and direct more attention to the pursuit of such objects as were considered most probable to produce improvements, develop the most promising points, and to accomplish this without increasing the current cost, but if possible lessening it.

Your directors, therefore, requested specific and particular information as to the appearance of lodes in the deepest levels, the quality of, and expense of raising the work; the propriety of directing some further attention to the middle lode below the twelve fathom level; driving the twelve fathom level west, on Osborne's lode, to get under Robert's shaft, and approach the Treleavour lodes; and to a reduction, if practicable, of the establishment at the mine.

They were of opinion, that there was no present inducement to proceed further with driving on the lodes (Fagan's and Glow-Hill) below the twelve fathom level, which has been suspended accordingly; and as it is useless to send to the surface and dress work which will not pay the expense of doing it, they have ordered that such places only as will let on tribute, facilitate working other pitches, or present a fair chance of good results, shall be continued; by these means the expenses, will be lessened.

The pursuit of the works in the bottom of the twelve fathom level, or middle lode, has lately considerably improved, and the prospects very gratifying; and as this discovery may induce us before long to bring on the twenty-two fathom level, under this point of improvement, the pumps will still be left to be ready to work in depth, if found to hold down.

The driving the twelve fathom level west, on Osborne's lode, is being pursued, and is now within twenty fathoms of getting under Robert's shaft, from which it is said some rich tin work was raised, but which is now filled with water, and by driving which the Treleavour lodes will be approached. When undertaken by the company, good opinions were entertained by practical men as to the Treleavour lodes, and it is still the opinion of parties who knew them, that they should be explored in depth. Captain Bray says, they have been more generally worked on the back than the lodes, to which attention has hitherto been directed, that the Treleavour lodes have a similar direction and stratum to other lodes in the country found productive.

As other reports in detail will explain further as to the mining department, your directors content themselves in conclusion, by saying that the mine is somewhat improved since the last meeting, and briefly allude to the state of the funds, by which it appears the balance of cash is 767l. 11s. 10d., and remittances expected for tin sold and materials 463l. 3s. 6d., making a total of 1230l. 15s. 4d.; the liabilities being 617l. 15s. 7d., leaving available assets of 612l. 19s. 9d.

Reports from Captains Francis and Richards were then read; the last accounts from the mine spoke the most favourably of its prospects. The directors' report, together with the accounts, were received and adopted.

The CHAIRMAN stated, that only ten shares had been paid upon out of all the shares in arrears, in consequence of the resolution passed at a former meeting (giving the shareholders liberty to redeem their forfeited shares before a certain day), those shares, therefore, not paid upon, were now absolutely forfeited; the company now consisted of 6605 shares.

In answer to a question, the CHAIRMAN said, that they contemplated the monthly cost would be about 150l., in a few months—the present loss was about 80l. per month.

Thanks having been voted to the chairman and directors, the meeting adjourned.

DUKE OF CORNWALL'S HARBOUR AND LAUNCESTON AND VICTORIA RAILWAY COMPANY.

The adjourned general meeting of the shareholders of this company was held at the London Tavern, on Thursday last, the 29th inst.

JOHN RAMSBOTTOM, Esq., M.P., in the chair.

The minutes of the last meeting having been read and confirmed, the CHAIRMAN stated, that when last they met, for reasons then stated, they were in expectation of seeing Mr. Ross on the following day, but that gentleman's affairs not having been arranged until this morning, and not having had time to go into the matters, was unable to furnish the meeting with those explanations for which they had adjourned; he (Mr. Ross) had called upon the chairman this morning, stating the case, and begging the further adjournment of a week, when he should be prepared to give them the required explanations; and having consulted with the board of directors upon the subject, they had deemed it best in the interim for him to attend the present meeting.

A letter was then read from Sir John Ross, relative to the charges against the present secretary, of which he gave notice at the last meeting.

withdrawing the same, as it required the consideration of a special meeting. This produced much discussion, in which the secretary loudly complained of charges impugning his character being made in a public room, and not afterwards substantiated, and expressed his anxiety to go into the matter at once, when

The CHAIRMAN observed, that he thought it would be better for him merely to deny the allegation, although he was anxious that he (the secretary) should fully exonerate himself, yet they could not then go into it. A long conversation however followed upon the subject of the mover and seconder of the resolution, and many other points in dispute, from which nothing specific was arrived at, and it was then agreed that the meeting should again adjourn to that day week, to afford Mr. Ross the time required in preparing his explanations upon the affairs of the company.—Adjourned.

MIDLAND COUNTIES RAILWAY COMPANY.

A special general meeting of the proprietors of this company was held at the Bull's Head and Anchor Hotel, Loughborough, on Friday, the 23d inst., for the purpose of ratifying an agreement, previously entered into by the directors, with the North Midland Railway Company, by which, amongst other things, it is stipulated, that the traffic of that company from Derby southward shall be transferred to the former undertaking. The meeting was rather respectfully and numerously attended.

JAMES OAKES, Esq., in the chair.

The chairman having opened the proceedings by explaining the object for which they had assembled, considerable discussion ensued, and the utmost unanimity of opinion as regarded the Agreement with the North Midland Company, which is now definitely settled, prevailed. We understand that agreement to be, that the North Midland Company bound themselves for the term of seven years to transfer all their traffic southwards from Derby to the Midland Counties Railway; with a power, however, to put an end to it should any other company, for three successive months, carry their passengers and goods at lower rates, and in the same average time.

NEWCASTLE AND CARLISLE RAILWAY COMPANY.

The anniversary meeting of the shareholders of this company was held in the Assembly Rooms, Newcastle, on Thursday last.

M. PLUMMER, Esq., in the chair.

The report was read, embracing a variety of interesting details respecting the progress of the railway during the past year, and the present state and prospects of the company. The recent storm had put a stop, during the last two months, to the operations of the persons employed on the line, but now, since the rigour of winter has been succeeded by the mild and genial air of spring, all is bustle and activity; and before the middle of summer, it is expected, the line through to Newcastle will be completed. A bill is at present before Parliament for raising additional funds for the completion of the undertaking. The report was of the most satisfactory description, detailing the progress of the works, which, had the severe weather not intervened, would have been before this time opened the whole way from Carlisle to Redheugh. Notwithstanding the delay occasioned by the weather, the directors confidently expect to effect this great object in May, and to have the road brought also from Redheugh into Newcastle by the end of the year.

DEPTFORD PIER COMPANY.

A meeting of the shareholders in this company was held at the company's offices, Deptford, on Thursday, 29th inst., when several gentlemen representing the interests of proprietors in Manchester, Birmingham, &c. were present.

ADAM GORDON, Esq., in the chair.

The CHAIRMAN opened the proceedings of the day by briefly stating the purposes for which the meeting had been convened, viz., that of raising a sufficient sum by the issue of forfeited shares to the original proprietors, at a reduced rate, whereby the works might be completed—thus forming a direct communication between the Thames and the southern lines of railway—powers having been obtained by Act of Parliament for forming a junction with the London and Greenwich Railway, and consequently the Croydon, Brighton, and Dover lines, thus carrying into full effect the objects of the company. After some conversation, it was determined to issue 1100 of the forfeited shares, at 17l. per share, or 3 discount.

The explanations and information afforded by the directors present appeared to give satisfaction, and the gentlemen present having adjourned to the Trafalgar Tavern, partook of a splendid entertainment, there being present about thirty, amongst whom we observed Mr. Philpotts, Mr. Charles Perkins, Mr. Shadbolt, and Mr. G. Walter, with others, who take an active interest in the undertaking.

It is not our province to report proceedings at the festive Board, but it is pleasing to record that with the hilarity of the evening the interests of the company were not forgotten, and that the greater portion of the subscription list was, we understood, filled previous to the party separating.

We may mention one circumstance which afforded us pleasure, which was that of the health of Mr. Walter having been drunk with enthusiasm. We have already expressed our opinions of the zeal manifested, and services rendered by that gentleman to the London and Greenwich Railway Company, and we are glad to find that those exercised with reference to this have not been forgotten. We trust it may ever be so.

CANADA COMPANY.

On Wednesday last the annual meeting of the proprietors was held at Canada-house, St. Helen's-place, for the purpose of filling up vacancies in the direction, and on other affairs.

CHARLES BOSANQUET, Esq. (the Governor), in the chair.

The GOVERNOR stated, that the deputy-governor and three directors, who went out of office by rotation, were candidates for re-election, and no other candidates appearing, they were, on the result of a ballot, declared re-elected. The Governor then informed the meeting that, owing the state of political affairs in Canada, the sales of land were not so considerable as previously; the result of the year's operations was, however, more favourable than could have been anticipated. The quantity of land sold by the company was as follows:—Of the crown reserves, 31,756 acres, at an average of 11s. 10d. per acre; in the Huron tract 8862 acres, at an average of 10s. 1d. per acre, besides four lots in Guelph, Goderich, &c. The proceeds of the sales of land, bills received, and other items in the last year, were 32,640l., from which was deducted the cost of the land, management, &c., and the balance in favour of the company was 16,637l. The governor proceeded to state other facts in explanation of the affairs of the corporation.

The DEPUTY-GOVERNOR and Mr. EASTHOPE explained that the state of public affairs in the colony was likely to impede emigration and the collection of the bills in the possession of the company, which were, however, secured upon the lands sold, with all the improvements upon them. Nothing but some extraordinary event in the colony could reduce the value of property in Canada. The deputy-governor, in reply to a question as to what further calls would be made upon the proprietors, observed, that the monetary difficulties in America had rendered the state of things in Canada unfavourable for the collection of debts; and during the present year it might be expected that these difficulties would continue. The great loyalty shown by the people of Canada, with their strong determination to maintain the connexion with the mother country, must ultimately prove beneficial to the colony, and increase the value of property. While the collection of the debts due to the company was difficult, the proprietors must submit to further advances of money.

Mr. CLARKE said, that the fact that 10,000 troops, with their wives and families, were to proceed to Canada, would give an impulse to affairs in the colony. He conceived that it would be the policy of our Government to increase emigration to Canada as one of the best modes of preserving British influence in that colony.

After some further discussion relative to the company's affairs, the report was adopted, and ordered to be printed. Thanks were returned to the directors, and the meeting broke up.

DEPARTURE OF THE SIRIUS STEAM-SHIP FOR NEW YORK.—The experiment of a steam voyage from England to America has commenced. On Wednesday afternoon, the St. George Steam Packet Company's powerful steam-ship, *Sirius*, Lieut. Roberts, R.N., commander, sailed from off East-Jane Stairs for New York, proceeding in the first instance for Cork, from whence she will start for her final destination on Monday next. The *Sirius* is a vessel of 700 tons, with engines of 320 horse-power; and has been fitted up in a most splendid manner. It is expected that she will complete the voyage in fifteen days.

BLACK TIN.

MINES FROM WHICH BLACK TIN HAS BEEN SOLD BY TICKET IN 1837.

Mines.	Tons.	Average Price per Ton.	Amount.
		£ s. d.	£ s. d.
Charlestown United Mines....	582½	45 1 2	26,258 12 6
St. Ives Consols.....	397	45 9 3	18,049 17 6
Polgoth.....	252	47 7 3	11,935 19 3
Boscawell Downs.....	239	50 0 7	11,957 10 0
Great Work.....	225	52 4 9	11,753 10 0
Wheal Reeth.....	192½	45 10 9	8,754 11 0
Wheal Budnick.....	169	48 6 0	8,162 18 9
Wheal Kitty.....	162½	46 10 7	7,514 13 9
Wheal Mary.....	160½	45 2 6	7,242 17 6
Royal Polberon Consols.....	148½	44 5 7	6,575 18 1
Wheal Darlington.....	134½	47 1 6	6,320 5 1
Canon.....	122	51 11 3	6,291 7 11
Tin Croft.....	105	41 18 0	4,399 1 9
Marazion Mines.....	102½	44 10 7	4,575 8 9
Bottle Hill.....	100½	43 11 7	4,378 5 7
Carn Brea.....	80	47 8 9	3,794 11 3
Wheal Olds.....	79	54 3 9	4,281 5 0
Balleswidden.....	74	44 14 10	3,310 16 3
St Austell Hills.....	69½	42 13 1	2,964 11 3
Poldice.....	59½	38 16 8	2,320 8 0
Balnoon.....	59½	50 4 1	2,987 13 9
Boscan.....	57½	54 7 0	3,125 3 9
Levant.....	56½	36 17 6	2,083 6 3
St. Ender Consols.....	45½	46 1 0	2,106 16 2
Roche Rock.....	38½	46 9 0	1,786 12 5
Wheal Unity Wood.....	28	44 10 10	1,233 4 4
Wheal Jewel.....	26½	45 11 3	1,207 15 0
Morvah and Zennor Mines.....	26½	48 0 9	1,272 19 11
East Levant.....	25	48 2 5	1,203 2 6
Consolidated Mines.....	24½	37 4 8	902 18 9
South Polgoth.....	20½	42 1 5	862 10 7
Cornwall Great United.....	20½	43 18 9	900 15 0
Cook's Kitchen.....	17	43 17 7	746 6 3
Wheal Gilbert.....	12	47 12 6	574 10 0
Carzise.....	12	49 12 6	595 10 0
Wheal Providence.....	10½	43 17 2	471 11 10
St. Neot Mines.....	10½	28 2 4	295 10 0
Wheal Pye.....	10½	39 2 3	400 17 7
West Poldice.....	10	41 8 0	414 0 0
Great Wheal Venture.....	9½	47 13 8	464 18 0
Teague's Bargain.....	9½	47 2 6	447 13 9
East Wheal Strawberry.....	9½	45 18 6	436 6 3
Wheal Maitland.....	9	50 13 7	456 12 6
Gavragan.....	8	50 5 4	402 2 6
Wheal Castle.....	7½	47 13 5	345 15 0
Wheal Grey.....	6½	53 7 6	346 18 9
Gwallan.....	6	41 17 1	251 2 6
Wheal Gorland.....	5½	45 6 4	249 5 0
Wheal Ann Dues.....	5½	51 18 6	285 12 6
West Tresavan.....	5	54 8 6	272 2 6
Boscawell Dues.....	4½	44 12 6	199 13 1
Friendly Mines.....	4½	46 17 3	199 3 8
Trelubbas Bargains.....	4	47 6 3	189 5 0
South Wheal Rose.....	3½	54 5 0	189 17 6
Royal Duchy Mines.....	3½	48 7 6	169 6 3
East Wheal Fortune.....	3½	44 2 6	154 8 9
Beam.....	3½	53 17 4	177 11 3
Cudra.....	3½	44 7 4	144 3 1
Bosora.....	3	53 5 0	159 15 0
Bollowall.....	3	57 0 0	171 0 0
Perran Downs.....	3	42 17 6	128 12 6
West Wheal Jewel.....	2½	40 12 6	111 14 4
Spearu Moor.....	2½	51 2 6	127 16 3
New Cranis.....	2	43 7 6	86 15 0
Good Providence.....	2	51 8 9	102 17 6
Wheal Edward.....	2	40 8 9	80 17 6
Tregavara.....	1½	58 0 0	87 0 0
Spry's Dues.....	1½	53 15 0	80 12 6
North Downs.....	1½	37 15 0	56 12 6
Parknoweth.....	1	46 2 6	46 2 6
East Beam.....	1	52 2 6	52 2 6
United Mines.....	1	43 15 0	43 15 0
	4105½		190,721 4 11

BLACK TIN SOLD BY TICKET IN CORNWALL IN 1837.

Date.	Where Sold.	Tons.	Average Price per Ton.	Amount.
			£ s. d.	£ s. d.
January... 3	Treloweth.....	89½	52 3 9	4,683 16 10
"... 17	Redruth.....	72½	50 15 2	3,667 5 6
February... 7	Treloweth.....	248	50 5 0	12,462 15 0
"... 21	Redruth.....	174½	48 12 9	8,474 16 8
March... 7	Treloweth.....	115½	51 18 11	6,012 11 10
"... 21	Redruth.....	108	48 8 6	5,230 4 3
April... 4	Treloweth.....	220½	50 5 1	11,068 7 5
"... 18	Redruth.....	216	48 2 2	10,391 4 10
May... 2	Treloweth.....	93	49 0 9	4,598 17 6
"... 9	Redruth.....	214	48 4 1	10,316 1 3
"... 16	Redruth.....	131½	45 15 1	6,028 4 3
June... 13	Treloweth.....	240½	40 8 3	9,729 0 0
"... 20	Redruth.....	150½	39 5 9	5,922 8 0
July... 11	Treloweth.....	131½	41 7 2	5,428 2 6
"... 18	Redruth.....	83½	40 9 1	3,378 0 6
August... 8	Treloweth.....	216½	39 0 11	8,443 15 7
"... 15	Redruth.....	154½	38 1 6	5,872 19 11
September 12	Treloweth.....	101½	43 15 7	4,454 9 4
"... 19	Redruth.....	154	45 10 9	7,005 11 2
October... 10	Treloweth.....	189	49 11 6	9,370 1 3
"... 17	Redruth.....	206½	48 4 6	9,957 18 9
November 14	Treloweth.....	180	50 16 10	9,151 7 6
"... 21	Redruth.....	152	48 4 7	7,331 3 5
December 12	Treloweth.....	217½	48 4 9	10,479 18 9
"... 19	Redruth.....	245	50 1 0	11,262 2 11
		4105½		190,721 4 11

To which may be added, the quantity sold by private contract, and also the quantity smelted by Wheal Vor adventurers (which, according to the number of blocks coined), will make the quantity 7820 tons, and, taking the average price of what is sold by ticket for that which is sold privately, it will make the total amount 363,322l. 16s. 4d.

PURCHASERS OF BLACK TIN BY TICKET, AND COINERS OF BLACK TIN IN 1837.

Purchasers and Coiners Names.	No. of Tons purchased.	Amount.	No. of Blocks Coined.
		£ s. d.	
Bolthos, Carne, Cornish, and Michell.	1558½	71,683 12 3	8,892
Daubuz and Co.....	1106½	51,527 2 10	6,101
Williams, Harvey, and Co.....	509½	23,524 8 6	3,541
Batten and Son.....	467½	22,669 12 8	3,083
Grenfell and Co.....	416½	19,234 3 8	1,919
Devon Tin Smelting Company.....	47½	2,082 5 0	1,199
Wheal Vor Adventurers.....	2,638
	4105½	190,721 4 11	27,373

BRITISH IRON COMPANY.—A private meeting of some of the shareholders of the British Iron Company was held yesterday, but the proceedings did not transpire.

JOINT-STOCK COMPANIES.—We are glad to perceive that all the solid and substantial joint-stock companies which have survived the late period of commercial embarrassment, are now attaining their proper rank in public estimation. The shares of the London and Birmingham and Great Western Railways are daily increasing in value. Most of the joint-stock banks sell their shares at a high premium, amongst others the Monmouth and Glamorgan Banking Company have announced, that none of its remaining shares will be sold, except to customers, at a less premium than 7l. per share, which according to the usual dividend paid by this company will give an income to the person investing at the rate of 5l. 17s. 7d. per cent. per annum.—*Merlin*.

MINING CORRESPONDENCE.

ENGLISH MINES.

FERRAN CONSOLIDATED MINING COMPANY.

March 24.—In driving the thirty fathom level west of Flat-rod engine-shaft, on Anthony's lode, during the last fortnight, we have passed through ground which has produced a small quantity of lead, and at present the appearance of the lode there is more favourable than it has been for some time past; at the same level driving a cross-cut north of the gunnies of Mudge's lode, and east of the Flat-rod engine-shaft, for the purpose of intersecting Anthony's lode, we calculate we have still to drive about two fathoms before attaining that object. At the forty fathom level we are driving east on a small lode, laying between Anthony's and Mudge's lodes, and in which we have found some good stones of lead; we shall commence to open a few fathoms more on its course, and then cross-cut north and south to Anthony's and Mudge's lodes, the former being at present in a strata of hard ground—we find this to be the cheapest method of prosecuting that part of our mine. We are still driving east on the lode recently cut in the south cross-cut, which is much of the same character as before reported. We have again resumed sinking a shaft at Rose, on the tin lode adjoining Budnick sett. The pitches we have working continue to produce such quantities of ore as will leave the tributers fair wages on their respective tributes, which vary from 4l. 10s. to 7l. per ton. Last Monday we sampled (computed twenty-two tons) of lead ore, of better quality than former parcels.

R. ROWE.

POLBREEN MINING COMPANY.

March 24.—We shall commence on Monday next to drive south from Stainsby's engine-shaft to cut Mortimer's lode, which we hope to accomplish in about a month from this time. We have no alteration in the twenty-two fathom level cross-cut, driving south of Vice's Flat-rod engine-shaft. At this level, driving east, on Dorcas's lode, it is not so productive as when we last reported. The end, driving west, also on that lode, is at present rather small. We are opening east, at this level, on a flat lode, about four fathoms south of Dorcas's lode, which is about three inches wide, very rich for tin. This week we have holed Williams's shaft to the twelve fathom level, and have now to cut plat, &c., after which we shall resume driving west, on a rich course of tin, on Dorcas's lode; the prospects with the tributers working on this lode (two parties, ten men) are encouraging, and will, if it continues, enable the men to get wages. The six working on tribute, on the Downright lode, between the adit and twelve fathom level, have a fair prospect of again doing well.

R. ROWE.

TAMAR SILVER LEAD MINING COMPANY.

Callington, March 26.—I beg to inform you that we have this day sampled a parcel of silver lead ores (computed forty-four tons) for sale, by tender, on Wednesday, April 4, and have forwarded samples thereof to the different smelters. In driving the 135 fathom level north of the shaft there is a lode about a foot and a half wide, with spots of lead; and driving south of the shaft, at the same level, the lode is kindly, and producing silver lead ores. At the ninety-five fathom level driving south, the lode is in rather a disordered state, but there is a branch about eight inches big, producing very good work. Going south, at the eighty-five fathom level, the lode is about a foot and a half big, kindly, and producing good work. We consider our prospects in the tribute pitches encouraging, and hope the men are getting wages.

MARK JAMES.

EAST WHEAL STRAWBERRY MINING COMPANY.

March 26.—In reporting to you to-day, I beg to inform you that we have now got through the greatest part of the breakage in the adit, and have let down a great deal of water; but we are still driving round a weak place in the level forth in the working part of the mine some days more. As regards the new work, the walls are so far advanced, that the roof of the engine-house will be completed in about a fortnight, after which we shall begin to heave in the engine work. By the end of the present week we shall have about four tons of tin ready for sale.

F. EVANS.

CORNUBIAN MINE.

March 24.—In communicating to you respecting this mine, I beg to observe that we have cut the western counter this day; the lode appears, according to report, to be poor where we have cut it, but I have not seen it, neither can the men say but little about it, as it is not more than two feet square that they have discovered; most likely the next report you will have things more particular. In our mine that we are sinking under the sixteen fathom level, about twenty-five fathoms east of the old engine shaft, the lode is greatly improved; we have now got a good lode in the bottom of this winze; very little alteration in the other parts of the mine. We have weighed this day for a new parcel, eight tons of lead.

J. BORLASE.

WEST CORNWALL MINING COMPANY.

Wheal Elizabeth Mine, March 24.—The ten fathom level end south is much improved; in the cross-cut driving towards Conn's shaft the ground is very promising, and in this cross-cut we expect to cut one of the lodes west next week. In the ten fathom level north, the lode is very good for lead and copper; we have not yet cleared the twenty fathom level, but the pitches in the back of this level, and in the ten fathom level, are very good—men working with spirit and getting good wages; the mine generally is looking exceedingly well; we have more than thirty persons engaged in dressing the ores, and we have increased or gained on our dressing to the amount of a thousand kibbles of work. We intend to sample on Tuesday, the 3d of April, about forty tons of lead, and about the same quantity of copper.

H. F. STEPHENS.

REDMOOR CONSOLIDATED MINING COMPANY.

March 26.—Herewith I beg to hand you my weekly report of the mines. Driving south, on the lead lode, at the forty fathom level, the lode is from six to eight inches big, containing principally pyrites and silver lead. Going north, at the fifty fathom level, the present appearance of the lode is a shade better than it has been for some days past. Johnson's whim-shaft is sunk below the ten fathom level 7 fms. 2ft., and we are daily expecting to communicate this shaft with the tributers workings, which is from two to three fathoms above the back of the twenty fathom level. As soon as this should take place, the shaft will quickly be completed to the bottom of the above-mentioned level. Since my report of Monday last the sunmen have completed the cutting of the whim-plat, at the bottom level; and they have also driven a cross-cut twelve fathoms north, towards Johnson's copper lode, and from the present indications we anticipate shortly to intersect the lode. The prospects of the tributers have but little variation. We sampled on Thursday, the 22d inst., three parcels of silver lead ores, computed 45 tons 19 cwt. 3 qrs. (21 cwt.) dry weight. No. 1, computed 22 tons 1 cwt.; No. 2, ditto 19 tons 12 cwt. 3 qrs.; No. 3, ditto 4 tons 5 cwt. (21 cwt.); then leaving at surface, undressed, we calculate about 15 tons (21 cwt.). S. HARPUR.

GWINKAR MINING COMPANY.

March 24.—The twenty fathom level driving west of Harden's shaft continues as good as when last reported. At the ten fathom level driving west of that shaft we have discovered tin ground, and the appearances encourage us to expect more favourable results. In the rise over the twenty we continue to find good tin ground; and also in the rise over the back of the ten. Our newly-erected stamps work very satisfactorily, and preparations are making for erecting other stamps without loss of time, as the present stamps are quite inadequate to return one-half of the tin stuff we are raising, and that from present appearances we shall continue to rise, and in increased quantities, if we put more men to work on the ground we have discovered, which it would be useless to do until we had the means of returning it.

C. N. BEATER.

ST. HILARY MINING COMPANY.

March 24.—I have nothing of particular interest to report in the state and prospects of Wheal Leeds since my last communication, except that the fifty end east is much improved; the lode is about a foot big, producing good stones of ore. In the sixty fathom level east the lode is divided, and at present in a disordered state. In the sixty fathom level west the lode continues much the same. We shall sample on Tuesday next, the particulars of which you shall be furnished with. We are making all the progress in our power with the crusher and stamps, which we are very anxious to get into a state of activity, as they will render us great assistance in the returning of our ores, and by a speedier and less expensive process than at present.

Wheal Leeds, March 28.—We have sampled at Wheal Leeds, ninety-eight tons, viz., nine tons halvans, and eighty-nine tons crop ores.

WORK PERFORMED BY STEAM-ENGINES.

CARRIAGES FOR RAILWAYS OF EVERY CURVATURE.—M. ARDUB has proposed to make the axles of railway carriages, instead of keeping always parallel to themselves, to take a direction normal to the contour of the curve. How he does it is not described, but it is said by the commissioners who have examined it to have succeeded on a small scale. Supposing it to succeed on a large scale, the author conceives its advantages will be without limit. Trains may be made to travel round any curve; the carriages may be made of half the weight, and may be better hung; the wheels may be made of wood less expensive, lighter, more elastic and, therefore, less destructive to the rails. We should rejoice to see such advantages, but we cannot see how they are to be effected by the means proposed, even if it be perfectly successful.—*Railway Magazine.*

"Mr. Norris and party of gentlemen assembled for the purpose of witnessing some performances on the inclined plane of the Philadelphia and Columbia Railway, with a new locomotive engine built by him for the Vienna and Trieste Railroad in Austria. These performances were designed only to show the power and efficiency of the engine. The engine started at the foot of the plane with its load, and proceeded in fine style to about one half of the distance, when the arm of the rock shaft broke, occasioned, as was afterwards discovered by a piece of a screw-bolt found under the valve in one of the cylinders. The trial was consequently deferred until Wednesday, when, in the presence of several distinguished engineers, and about 200 gentlemen, the performance was completely successful. The gross weight in motion, including the engine, was 48,000 pounds—time of performance, three minutes fifteen seconds—length of plane, 2807 feet—grade, 369 feet per mile. In descending, the weight was increased, and the performance more extraordinary, which proved satisfactorily the great power of the engine. But the company witnessed a still greater performance in the enormous train of forty-one cars, weighing 155,705 lbs., brought in by this engine from the plane, around sharp curves and over a grade of fifty-one feet rise per mile, at a speed of ten miles per hour. This exceeds by far the best performances of any locomotive engine on record. The following certificate is from the weigh-master on the Columbia-road:—

"Collector's Office, Philadelphia,
Nov. 29, 1837."
"Engine, 9 tons.—10½ inch cylinder,—11 inches stroke.—6 wheel.—Fuel
Pine wood."
Mr. Schoenerer has given extensive orders to Messrs. Stephenson, of
Newcastle-upon-Tyne, for several of their best six-wheel patent locomotive
engines.—*Weale's Scientific Advertiser.*

The following letter has been addressed to the secretary of the Anti-Dry-Rot Company, by Mr. Samuel Beazley, the architect:—

"SIR,—At the commencement of the year 1836, I surveyed and accurately examined the posts and paling in the Regent's-park, for the purpose of ascertaining the comparative states of those timbers which had been prepared by Kyan's patent, and those which had not been submitted to the process of solution. In my report of that period, I stated that indications of decay were already perceptible in most of the unprepared timbers, both at the bottom of the posts, and in those arched edges and ends of paling which were placed in, or had come at all in contact with the earth, while those timbers which were marked as having passed through the solution were quite free from any such symptoms. I now beg leave to state, that I have this day, after a lapse of two years and a quarter from my previous survey, again accurately examined several of the same posts and paling, digging away the earth from the foundations for that purpose, and find that the symptoms of decay mentioned in my preceding report as having commenced in the unprepared timber, have so considerably increased, as to have rendered the bottom of the posts completely rotten, to a depth of from one to two inches, and that in several instances, fungi have been the consequences of the decay. While I find the prepared timbers which are in the earth sound and in the same state, with the exception of mere discolouration upon the surface, probably arising from the damp state of the earth at the time of its removal. As a farther proof of the difference existing between the unprepared and the prepared timber, we could cut with the greatest ease large pieces from the former with the spade, without using any force, while it required great exertion to chip off very small pieces from the latter."

UNION CANAL.—The swift boats on this canal are now plying as usual, after having been stopped by the ice for eight weeks and four days ! The swift boats on the Forth and Clyde canal were stopped for the same length of time ; so that the incomes of these companies will be a sixth less than if we had had no storm. Indeed, the loss will be even greater than this, as a large establishment of men and horses had to be maintained idle during the interval. But the railroads throughout Britain were never stopped. The inference is, that we shall have or should have no more opposition on the part of canal companies against the construction of railroads.—*Edinburgh Chronicle*.

HALBEATH COLLIERY.—The colliers at Halbeath, near Dumfermline, having some time ago got intimation that, as the price of coals had fallen, their wages were to be reduced 10d. per day, struck work. Their "strike" was inveterate and determined; and as they would not resume work, and as they held their houses not on lease, but as part of their wages, could be turned out at forty-eight hours' warning; such warning was given them, when much violence was shown. The other colliers in the neighbourhood were supposed to be supporting them, and waiting the result of their "strike" in order either to continue working, or to "strike" in like manner.—*Edinburgh Chronicle.*

IN FEBRUARY, 1838.

MINE.	Region.	Consumption in millions of bushels	Average No. of men per 100 tons	Average wt. of a bushel in pounds.	Pounds drawn in last ton of a bushel high by consumption of a bushel of coal.	Engineers' Names.
East Crimmin....	Randle's....	—	—	—	—	J. Sims.
Ditto.....	Gill's.....	—	—	—	—	ditto.
Unconsolidated Mines.....	Taylor's.....	335	12082	634	13,719,381	Hocking and Loam.
	Davey's.....	302	11904	657	15,356,867	
	Pearce's.....	117	4916	664	16,739,046	
	Elven's.....	402	8377	668	8,969,559	
	Deeble's.....	263	5363	732	10,006,852	
	Woolfs'.....	363	9723	571	10,993,728	
United Mines .. Ditto	Bawden's....	84	2172	743	11,527,114	J. Sims.
	Shears'.....	—	—	657	—	
	Poldorey....	227	7351	620	12,046,818	
	Hocking's...	258 348	9222 6229	713 1129	15,291,362 12,265,544	
Charlestown U.M.	—	—	1400	—	J. Sims.
Lowey Consols	Davis's.....	296	7461	850	12,860,442	W. West.

* * Leeds engine, at the Great Work, has broken the piston rod and cylinder bottom; South Roskear engine has not yet been fully restored since it was burnt; Husten's engine, at Fowey Consols, Wheal Prudence engine, and Hocking's engine, at the United Mines, have leaky boilers.

[Taken from the official duty paper by Mr. THOMAS LEAN, of Marazion, Cornwall.]
s stands for single; d for double; in. for inches.

MINES	Engine and the Diameter of the Cylinder.	Aver. quan water driven per min.	Cost of the engine.		Horse power.	Consumes ste. per hour by consuming a load of coal.	No. of strokes per min.	Engineer's Name
			£.	s.				
W. U. Wood..	William's 80 in.s	37,112	8	79	1568	34,689,391	4,48	James Sims.
Folclice	Sims's 90 in.s	502,728	13	84	2832	40,167,483	7,02	ditto
Wh. Damsel..	Stephens's 50 in.s.	62,40	5	82	287	38,982,900	3,18	ditto
Whal Jewel ..	39 in.s	59,392	13	92	1241	31,686,939	4,69	ditto
Dolcoath	72 in.s	200,99	9	88	2212	45,349,998	6,13	Jeffree.
E. Wh. Croft.	50 in.s	224,66	9	89	1779	40,849,044	5,76	James Sims.
North Roskear	New eng. 70 in.s	187,88	13	122	172	25,409,600	3,50	ditto
South Roskear	W.Chance 60 in.s	—	7	113	166	—	—	John West.
Tincroft	56 in.s	226,0	18	88	1764	44,193,105	5,60	James Sims.
Wheal Seton ..	40 in.s	232,9	8	80	789	30,214,660	7,02	ditto
Wh. Treasury	West's en. 50 in.s	—	1	64	1832	31,552,023	8	Gregor.
Ditto	Burn's en. 64 in.s	942,9	11	68	1986	6,776,238	6,46	ditto
Ditto	W. Penny. 24 in.s	—	12	0	528	26,908,5,6	11,5	—
B. Berner Down	W. Treac. 50 in.s	—	—	—	—	—	—	—
Ditto	Gregor's 42 in.s	—	—	—	—	—	—	—
Ditto	Burn's 64 in.s	—	—	—	—	—	—	—
Ditto	W. Penny 24 in.s	—	—	—	—	—	—	—
Wheal Julia ..	80 in.s	507,3	9	1	2226	62,165,649	6,36	James Sims.
Copper Bottom	45 in.s	402,06	8	88	521	31,162,728	5,36	Wm. West.
Carzise Cons.	70 in.s	329,00	9	99	1372	42,348,630	4,89	Wm. Thomas.
W. Darlington	80 in.s	608,6	14	74	2516	69,967,501	5	Eustis.
Marazion	Powlett's 60 in.s	249,69	17	66	1814	47,491,188	4,2	Groose.
Ditto	E. Rodney 40 in.s	82,35	7	32	284	39,668,853	2,9	ditto
Ditto	30 in.s	109,4	10	7	160	35,331,312	4	J. West.
Ditto	Taylor's 50 in.s	—	14	126	3228	67,190	7,16	Hook & Loan
Ditto	Davey's 80 in.s	—	18	126	3228	69,445,921	6,23	ditto
Ditto	Pearce's 65 in.s	—	18	88	2057	51,310,007	6,86	ditto
Ditto	Woolf's 90 in.s	1413,29	11	56	5506	44,219,960	7,4	ditto
Ditto	Lawden's 90 in.s	—	8	83	3676	44,828,748	7,2	ditto
Ditto	Shears's 65 in.s	—	12	9	—	—	—	ditto
United Mines	Cardozo's 30 in.s	—	11	5	3438	54,563,617	6,78	ditto
Ditto	Eldon's en. 30 in.s	1308,15	7	39	519	61,47,677	6,66	ditto
Ditto	Leoman's 80 in.s	—	11	58	3866	69,001,446	6,39	ditto
Ditto	Hocking's 85 in.s	—	15	86	2446	70,953,136	6,7	ditto
W. Beauchamp	Western 36 in.s	—	18	30	1482	49,291,819	5,88	ditto
Ditto	Powning's 36 in.s	309,7	3	93	360	34,536,784	6,56	ditto
Polgrooth	66 in.s	931,3	2	92	1636	74,696,671	9,23	James Sims.
Charlestown T.	50 in.s	332,26	3	78	1264	49,921,407	8,27	ditto
Pembroke	Pearce's 50 in.s	—	12	9	3409	56,801,267	7,4	James Sims.
Ditto	Edgemoor. 40 in.s	—	10	1	1712	67,608,899	5,88	ditto
East Grimsby.	Edgemoor's 76 in.s	—	0	73	1682	84,450,427	8,01	ditto
Ditto	Rundle's 41 in.s	1028,4	6	63	609	42,071,782	8,83	W. West.
Fowey Consols	Austen's 24 in.s	427,77	59	96	—	—	—	ditto
Ditto	Sawle's 80 in.s	—	11	68	600	51,354,298	7,76	ditto
Wheal Union ..	40 in.s	613,28	11	68	600	51,354,298	7,76	ditto
Wheal Vor	Borlase's 50 in.s	—	14	24	261	7	—	Richards.
Ditto	Trelawny's 80 in.s	—	16	80	2926	63,146,613	6,57	ditto
Ditto	Woolf's 53 in.s	997,82	6	0	1701	41,678,824	5,4	ditto
Ditto	Carleen en. 40 in.s	—	17	32	1552	39,359,702	5,09	ditto
Great Work ..	W. Brage. 40 in.s	—	10	80	1186	41,710,743	4,43	ditto
Ditto	Leed's en. 60 in.s	316,67	16	7	—	—	—	ditto
Wheal Leeds ..	36 in.s	232,29	11	48	862	41,244,702	5,64	Groose.
Wheal Leisure	Eastren en. 70 in.s	—	24	28	2826	59,567,017	8,1	Groose & West.
Ditto	Westren en. 60 in.s	696,3	13	150	47	363,990	4,0	ditto
Gt. St. George	North 60 in.s	—	0	84	2776	67,373,343	3,8	ditto
Ditto	Southen. 40 in.s	700,4	18	51	1260	49,609,677	7,2	ditto
Ditto	Devonsh. 70 in.s	—	7	9	1356	24,338,353	2,6	ditto
Wh. Prudence	33 in.s	141,17	16	7	1340	26,467,062	6,8	ditto
Wh. St. Towan	40 in.s	322,64	16	08	1412	49,589,826	8,9	James Gray.
Wh. Relistian	60 in.s	191,28	11	68	1488	46,862,123	4,83	James Sims.
Wheal Virgin	40 in.s	206,84	9	93	1280	37,850,387	3,30	Groose.
Wheal Liberty	58 in.s	—	—	—	—	—	—	—
Ballaswidden	24 in.s	16,2	9	75	197	33,341,049	3,6	W. Trezise.
Levant	New en. 40 in.s	309,84	3	3	300	53,241,049	4,95	F. Michell.
Ding-dong ..	30 in.s	89,4	13	45	335	36,229,325	7,4	T. Bolitho.
Morvah & Zen.	40 in.s	114,86	8	35	310	45,693,685	3,7	Groose.

IN FEBRUARY, 1838.

MINES	Diameter of the Cylinder	No of Heads	Consumption of coal in ton/ton	No every blast little or no steam	Pressure listed in feet high by consuming a bushel of coal	No of strokes per min	Engineers' Names
Ballaaswidden	24 in. d.	47	1152	24	21,873,849	17.1	W. Trezise.
St. Austle Hills	30 in. d.	32	—	2,63	—	—	W. West.
Charlestown U.	32 in. s.	75	1094	5	50,905,221	9.5	J. Sims.
Wheal Kitty ..	32 in. s.	62	794	5	55,126,452	9.14	ditto
Carn Brea	32 in. s.	67, 5	49	5	58,263,573	5.57	W. West
Tincroft	36 in. d.	48	792	5	—	7.7	W. & J. West
Wheal Vor.	24 in. s.	34	1047	24	16,51,509	17.15	Richards.
" " " "	27 in. s.	48	1304	24	18,79,839	16.15	ditto
" " " "	16 1/2 in. d.	24	24	3	—	—	ditto
" " " "	20 in. d.	24	1067	2	13,551,096	15.09	ditto

Average height which steam head 14 1/2 in. rise in each 100 ft.

Foreign Gold in Bars (standard) per oz. £3 17

Foreign Gold in Coin, Spanish Doubloons.....	3 14
.. .. 20 Franc pieces.....	3 16
New Dollars.....	0 4
Silver in Bars (standard).....	0 4

Tuesday, March 27.

INSOLVENT.

March 26.—**Robert Brown**, Maldstone, ironfounder. [L^{ts}, Bartlett's build-
ings, Holborn.] **BANKRUPTS.** [Cateaton-street.]

G. Munro, Great Mitchell-street, St. Luke's, ironfounder. [Hardwick and Davidson,
J. Eell, Cockermouth, Cumberland, hat-manufacturer. [Armstrong, Staple-inn,
J. Singby, Moston, Lancashire, cattle-dealer. [Hall, Bishop, and Moorliam,
J. Vrieland-buildings, Gray's-inn.]

E. Dickens, Bagworth, Derbyshire, cotton-spinner. [Scott, Lincoln's-inn-fields.
J. Harries, Carmarthen, timber-merchant. [Chilton, Chancery-lane.
R. Smillie, Kingston-upon-Hull, draper. [Baxters, Lincoln's-inn-fields.
G. Evans, Carnarvon, lunkeeper. [Addington, Gregory, Faulkner, and Co., London.
W. Booty, Mundford, Norfolk, seedsman. [Clarke and Co., Lincoln's-inn-fields.
B. Hill, Birmingham, stationer. [Chaplin, Gray's-inn-square.

D. Hogarth, sen., Great Yarmouth, Norfolk, coach proprietor. [Swaen, Stevens
Nass, Great Frioar, Hereford-street, Freshwater, Old Jewry. [Fleet-street.
R. Pritchard, Tupsley, Herefordshire, brick-maker. [King and Son, Serjeant's-inn,
DIVIDENDS.

April 30, **J. M. Holl**, W. Oswald, and H. Hoare, Fenchers-court, Milk-street, Irish-
linen-factory.—April 19, **T. R. Williams**, L. S. Cox, and G. Chambers, Lamb's-
buildings, Bunhill-row, manufacturers of japanned goods.—April 19, **J. Kidd**, Brownlow-
street, Great Frioar, horse-curricle.—April 19, **W. Bull**, W. Istand-street, Somer's-town,
corn-dealer.—April 17, **R. Scaris**, Paternoster-row, engraver.—April 18, **C. Grill**,
Dunster-court, Mincing-lane, merchant.—April 17, **N. Nathan** and **A. Abrams**, Old-
street, tailow-chandlers.—April 18, **G. Snelling, jun.**, Worthing, Sussex, grocer.—
April 18, **C. Sheffield**, Commercial-terrace, Commercial-road, Limehouse chandl-
dealer.—April 19, **S. Hewitt**, Manchester, and Handforth, Cheshire, calico-printer.—
April 24, **W. Weatherby**, Manchester and Handforth, Cheshire, calico-printer.—
April 18, **R. Ryan**, Sheffield, and J. E. E. and J. W. E. and J. W. E. and J. W. E. and
Nass, Great Frioar, earthenware manufacturers.—April 20, **G. Coe**, Oxford-
wine-merchant.—April 7, **J. Leake**, Shrewsbury, coach-builder.—April 17, **P. Gana**,
Manchester, cotton-spinner.—April 21, **B. Brown**, Staverton, Wiltshire, linen-draper.
—April 25, **M. Sharp**, Thornton, Yorkshire, worsted-piece-manufacturer.

CERTIFICATES to be granted, unless cause be shown to the contrary on or

Iron-master—J. G. Bird, M.

mission-agent—W. Wayne, Stoke-upon-Trent, wharfinger—H. Rogers, Old-street, jeweller—B. Shaw, Manchester, auctioneer—E. Dodd, Berners-street, Oxford-street, harp-manufacturer.

To be granted on or before April 17.

E. Matthews, Lad-lane, silkman—G. Haines, Kilby, Northamptonshire, grocer—T. J. Breeds, Fenning's-wharf, Tooley-street, Southwark, and Hastings, Sussex, merchant—J. Swanwick, Leigh, Lancashire, and Stockport and Prestbury, Cheshire, silk-manufacturer—W. Shephard, Salford and Manchester, manufacturer of bicarbonate of potash—R. Jewesson, Fenchurch-street, merchant.

Friday, March 30.

INSOLVENTS.

March 29.—William Devey, Birmingham, spoon-manufacturer.
March 29.—Edward Russell Bell, Huxton, Old Town, common-brewer.

BANKRUPTCY ENLARGED.

Joseph Smith Holdsworth, Lower Edmonton, corn-merchant.

BANKRUPTCY SUPERSEDED.

William Denning, Ottery, St. Mary, Devonshire, butcher.

BANKRUPTS.

R. Clarke, Bognor, Sussex, hotel-keeper. [Lock, Surrey-street, Strand.
T. Robson, Eastcheap, operative-chemist. [Crosby, Old Jewry.
F. Lawrence, New-cut, Lambeth, general-dealer. [Spyer, Broad-st.-buildings.
A. Morrison, Watford, Hertfordshire, grocer. [Dods, Northumberland-street, Strand.
J. Stead, Armytage, Yorkshire, woollen-cloth-manufacturer. [James street, Bedford-row.
R. F. Webb, Wellclose-square, Whitechapel, shop-chandler. [Wain and Martin, Little
Middle Temple. [Falcon-street, Aldersgate-street.
R. M. Mornement, Burnham Westgate, Norfolk, grocer. [Wood and Blyth,
J. May, Newport, Isle of Wight, mercer. [Fosters and Evans, Raymond-buildings,
Gray's Inn. [Cary-lane.
J. Lordon and N. Hadley, Hercey-lay, Kent, builders. [Maye, Symond's-lane, Chancery-lane.

RAILWAY INTELLIGENCE.

RAILWAYS PROGRESSING IN ENGLAND.

Titles.	Est. Cost.	Lh. miles.
Brundling	£110,000	16
Birmingham, Bristol, & Thames Junction	150,000	24
Birmingham and Derby Junction	630,000	..
Bristol and Exeter	1,500,000	76
Croydon	240,000	9
Durham and Sunderland	102,000	..
Eastern Counties	1,500,000	120
Great North of England	660,000	..
Great Western	2,750,000	114
Greenwich	400,000	34
Hayle Railway	64,000	..
Hull and Selby	485,000	304
Llanelly Railway	203,000	..
London and Birmingham	3,500,000	112½
London and Cambridge	1,200,000	53½
London Grand Junction	600,000	2
Manchester and Bolton	200,000	..
Manchester and Leeds	1,485,000	61
Midland Counties	1,000,000	75
Newcastle and Carlisle	550,000	60
Newcastle and North Shields	120,000	8
North Midland	1,600,000	72
North Union	500,000	21
Preston and Wyre (with Docks)	130,000	19½
Southampton	1,400,000	75
South-Eastern (London and Dover)	1,400,000	66½
York and North Midland	370,000	..

THE LONDON AND CROYDON RAILWAY BILL.—Captain Alsager reported in the House of Commons, on Tuesday evening, from the committee on the London and Croydon Railway Bill, and to whom several petitions against the said bill were referred, that the standing orders relative to railway bills did not apply to the present case, the application being only for the purpose of enlarging the station at a depôt, and for extending the term of the Act; and that the order of the House of the 19th of February, directing that the sum of 800*l.* deposited in the hands of Messrs. Lloyd and Company, should be suffered to remain there, had been complied with; and that the committee had considered the said petitions, and had heard counsel in support of one of them; and had also heard counsel in favour of the bill, and had examined the allegations of the bill, and found the same to be true, and had gone through the bill, and made amendments thereunto.

GLoucester and BIRMINGHAM RAILWAY.—This company is now proceeding vigorously with this important undertaking, and the line between Cheltenham and Worcester bids fair to be completed within the time specified. The contractor who has taken the portion from the dépôt to Maude's Elm is advancing rapidly with the works under his direction. Since the severe frost has left us the workmen have made visible progress at Alstone, and the road which runs in deep cutting under the present Gloucester Road, has been sunk down several feet for a considerable distance through the land near Mr. Prescod's residence. The dépôt is to be placed on the Cheltenham side of the Gloucester Road, not far from the junction of the present Leckhampton tram-road. The company, it is understood, have come to an arrangement with the Cheltenham and Swindon Company respecting the formation of the line hence to Gloucester, and the opposition raised by them to the Swindon amended act is, we believe, in consequence withdrawn. —*Cheltenham Looker-on.*

RAILWAY BY KENDAL AND CARLISLE.—A deputation of gentlemen from the Kendal Railway Committee were lately in Liverpool, conferring with Mr. Locke on the projected railway by Kendal and Carlisle, and we are glad to hear, that Mr. Locke gives the parties interested the highest encouragement. The public will rejoice to learn that an undertaking, so important in a national point of view (connecting, as it will, England and Scotland), is likely to be brought to a successful issue.—*Gore's Liverpool Advertiser.*

CHESTER AND CREWE RAILWAY.—Mr. Stephenson states that the line may be opened to the public in eighteen or twenty months after breaking ground. Satisfactory arrangements have been made with almost all the landowners through whose property it will run.—*Midland Counties Advertiser.*

PRESTON.—The railways in this neighbourhood are progressing with all possible activity. The works on the North Union line are in very busy operation, and the disasters occasioned by the February storm are nearly repaired. A very sensible difference is observable in the state of the town generally, now that the canals are open for facilitating trade, and that the railways and other works are affording employment to the working population.—*Preston Chronicle*.

ACCIDENT ON THE GRAND JUNCTION RAILWAY.—At the inquest, held on the body of the fitter, who was killed by the collision of two engines near Perry Bar, it appeared that the Merlin engine was on the wrong line of rails, and was going at the rate of nearly fifty miles an hour at the time of the collision. In the course of the inquiry it also transpired that the engineman of the train, Charles Hewitt, had his book of instructions, but could not read; that Buckley, who was engineman to the pilot, was not a regular engineman, being a lad between fifteen and sixteen years old, and partly employed with the fitters; and the deceased, Thomas H. rtor, was very deaf, and John Howitt not quite so deaf; besides that, the policeman, Thomas Sedgwick, was drinking with them at the Grand Junction Tavern, while his duty was to have compelled them to run the engine on the right line for Birmingham instead of the one on which they left Birmingham. The jury returned a verdict of "Accidental death; but they are of opinion that the railway company have not a sufficient number of competent men to conduct the business on the railroad with safety, for their own rules and regulations are not efficient; in consequence, they put a deadend on each engine of 150*l*.—the Merlin and Basilisk; the object being to protect human life, and perfectly to exonerate the men engaged on those engines from all blame whatsoever."

PRICES OF MATERIALS IN CORNWALL.

PRICES OF MATERIALS IN CORNWALL.
AS SUPPLIED AT THE PRINCIPAL MINES IN THE FOLLOWING MONTHS.

	9 & 10 11 & 12		9 & 10 11 & 12
Common iron, per cwt.	98 6d 10s 6d	Ditto machine	148 0d 14s
Half-inch square ditto, and		Iron-wire ditto	3 2 3
Five-eighths	0 6 11 0	Iron-wire work, per foot.	8 3 3
Best tough whim chain	32 0 30 0	Board nails, per cwt	20 0 21 0
Boiler plates	0 16 0	Half-board ditto, per 1000	5 9 5 5
Hoop iron	13 0 12 0	Hatch ditto	4 0 4 0
Nail rods	6 12 0	Half-hatch ditto	3 4 3 4
Miners' shovels	36 0 33 0	Lansed, per gallon	3 3 3 0
Charcoal iron	13 6 12 6	Capo ditto	5 9 5 4
Gumpowder, per 100 lbs.	42 0 42 0	Birch, per foot	7 1 6 1
Leather, per lb.	2 1 2 0	Pine, per foot	1 6 1 6
Coals, per ton, at quay	14 6 14 6	Sheet lead, per cwt.	24 1 24 0
Candles, per dozen lbs.	4 9 4 9	Barrow bends	6 11 0
Tallow, per cwt.	41 6 41 6	H. 2 steel (112 lbs.)	32 0 33 0
Ropes	36 0 36 0	2s. nails	2 0 21 0
Flat ropes	38 0 38 0	Pick hills	1 5 1 5
Hemp	0 4 0 4	Shovel hilts	2 0 2 0
White yarn, per lb.	0 48 0 48	White ground lead	36 0 36 0
White rope	0 48 0 48	Red lead	34 0

* The figures at the top of the columns refer to months—as 9 Sept., 10 Oct., &c.

PRICES OF SHARES AT BIRMINGHAM.

BANKING COMPANIES.				CANALS.			
£	s.	d.		£	s.	d.	
Birmingham Banking Co.	10	0	18 5	Derby	100	0	133 0
Birmingham & Midland	25	0	26 5	Grand Junction	100	0	220 0
Birmingham, Town & Dist.	5	0	0	Grand and Liverpool	100	0	300 0
Commercial Bank of Eng.	5	0	4 12	Stourbridge	145	0	330 0
Dudley & Westoborn.	5	0	7 12	Stafford-on-avon	79	10	42 0
Gloucestershire	10	0	20 0	Trent and Mersey	50	0	560 0
Liverpool	12	10	24 0	Leicester & Northamp.	83	10	88 0
London & Westminster	20	0	19 10	Leicester	14	0	225 0
Manchester & Liver. Dis.	15	0	20 10	Loughborough	142	17	190 0
Bank of Manchester ..	10	0	13 0	Regent's, or London ..	33	15	16 10
North and Central ..	10	0	3 0	Shropshire	125	0	138 0
North-West Provincial ..	35	0	35 0	Stafford & Worcester.	140	0	725 0
Staffordbridge & Kidder.	79	10	11 10	Shrewsbury	125	0	280 0
Naisall & S. Stafford.	5	0	5 8	Ashby-de-la-Zouch ..	130	0	130 0
Warwick & Leamington	5	0	7 10	Warwick and Napton ..	100	0	264 0
Wolverhampton	5	0	10 15	Warwick & Birmingham	100	0	280 0
Derby	10	0	11 10	Worcester & Birmingham	78	8	80 0
Leicester	15	0	26 0	GAS COMPANIES.			
Coventry Union	5	0	4 12	Birmingham	50	0	98 0
Coventry & Warwicksh.	8	0	13 0	Do. and Staffordshire ..	50	0	71 0
RAILWAYS.				Birmingham Equitable Gas	1	10	0
Birmingham & London	96	0	176 0	Coventry	25	0	25 0
Ditto quarter shares	5	0	31 0	Dudley	20	0	21 10
Grand Junction	100	0	226 0	Liverpool	242	18	33 0
Great Western	65	0	85 0	Warwick	50	0	50 0
Birmingham & Derby ..	20	0	17 0	Wolverhampton	20	0	45 0
Birmingham, & Gloucester	15	0	10 7 6	WATER WORKS.			
Manchester & Liverpool	100	0	201 0	Birmingham Water Works	25	0	21 10
Ditto quarter shares	25	0	50 10	Liverpool Bootle	220	0	326 0
Midland Counties	20	0	18 0	Manchester and Salford	46	15	53 10
North & South Wales	5	0	31 0	DOCK AND CANALS.			
Seeds and Manx	20	0	37 15	Anti-Dredg. Rotterdam	17	16	14 0
London Grand Junction	5	0	2 0	Birm. Plate & Co.	3	0	1 12 0
Eastern Counties	5	0	5 10	Birmingham Cemetery	9	0	9 0
Great North of England	10	0	0 0	New Union Mill	1	0	1 5 0
Birmingham, Bristol, &	10	0	9 10	Old Union Mill	1	0	5 13 0
Thames Junction	3	0	0 5 0	Broad-street Brewery ..	25	0	29 15 0
Bristol and Exeter	10	0	9 10	British Alkali	25	0	30 0
Shefflen. & Gt. Western	7	10	3 15	British Rock & Pat. Salt	35	0	0 0
London & Greenwich ..	20	0	17 5	District Steel	8	10	9 10
London & Northampton	5	0	44 0	Dreadnaught Dock	25	0	12 10
London and Croydon ..	5	0	12 0	Gen. Steam Navigation	5	0	3 0
South-Eastern	7	0	3 9	Warstone-lane Brewery	5	0	3 0
Dudley & Wolverhamp.	2	10	1 17 0	British Iron	50	0	37 0
CANALS.				District Fire Office	2	0	1 15 0
Birmingham	79	3	220 0	Birmingham Fire Office	56	4	435 0
Birmingham & Liver. Junc.	100	0	24 15	Van Dieman's Land Co.	17	0	10 10
Coventry	—	—	725 0	Canada Company	24	0	33 0
Dudley	100	0	84 0	Australian Agricultural	27	10	35 0

PRICES OF SHARES AT LIVERPOOL.

	£	s.	d.		£	s.	d.
Liverpool & Manchester Railway	100	25	0	Stockton and Darlington	100	450	0
ditto Quarters	25	46	0	Liverp. & Har. W. Works	200	450	0
ditto New Halves	25	65	0	Bootle ditto	312	0	0
Manchester, Bolton, & Bury	100	0	0	Liverpool Coal Gas	355	0	0
Railway and Canal	78	78	0	Liverpool New Gas & Coke			
ditto and Leigh ditto	100	63	0	Company	100	196	0
Liverpool & Newton do.	100	0	0	New Shares	90	160	0
Liverpool and Leigh ditto	100	0	0	Exchange Buildings	100	160	0
Elvan Branch ditto	100	0	0	Liverp. Marine Assur. Co.	25	10	2
North Union, late Preston	100	75	0	Ocean Assurance Company	10	7	2
ditto Wigan ditto	100	0	0	ditto Liverpool	121	23	2
St. Helens and Runcorn	100	0	0	Manchester & Liverpool			
Gap ditto	100	40	10	District Bank	15	19	7
Great Junction ditto	100	227	0	Royal Bank of Liverpool	500	660	0
London and Birmingham do.	90	178	0	Commercial Bank of Liver.	10	29	2
Leeds and Manchester do.	29	39	10	Union Bank of Liverpool	10	13	7
Leeds and Selby	10	9	12	United Trades ditto	10	9	12
Midland ditto	20	18	15	Albion	25	24	5
North Midland ditto	35	39	5	Northern & Central Bank			
South Eastern	15	6	12	of England	10	3	2
Great Eastern & Gloucester	15	2	6	Commercial Bank of Engl.	5	4	15
Great Western Railway	65	90	10	North & South Wales Bank	10	11	5
Eastern Counties	5	5	0	Bank of Manchester	10	11	5
Glasgow and Glasgow	3	4	15	Wilts and Dorset Bank	10	10	7
Lin. Leith, & Newhaven	3	4	0	East of England Bank	10	9	17
London and Brighton	8	10	2	Borough Bank	74	13	5
Manchester & Swanning do.	50	75	0	South Lancashire Bank	74	6	17
London and Southampton	60	44	10	Woodside Ferry	25	28	5
North Devon Junction	5	5	14	Royal Rock Ferry	20	14	2
Manchester & South Union	7	6	7	Monk's (Woodside)	13	5	10
North Oxford and	10	0	0	Egmont	124	0	0
Northampton and Derby	20	13	0				

PRICES OF SHARES AT EDINBURGH.

		s.	d.			s.	d.			s.	d.
Bank of Scotland	100	190	0	Edinb., Leith, & Newhaven	5	3	10	0			
Royal Bank	100	159	5	Dalkeith and Edinburgh	50	35	0	0			
City of London	100	236	0	Ditto New Stock	50	55	0	0			
Commercial	100	180	0	Ditto Leith Branch	50	25	0	0			
National	10	16	5	Glasgow and Greenock	50	4	12	5			
Glasgow Union	50	72	0	Glasgow and Glasgow	4	30	0	0			
Western Bank of Scotland	20	42	0	Glasgow and Ayrshire	24	1	5	0			
Medicinal Fire and Life	10	19	0	Edinburgh Gas-Light	25	16	0	0			
Mercedes Fire Insurance	10	13	15	Glasgow Gas	25	13	10	0			
North British Fire and Life	10	16	0	Finnlaggan Water Co.	25	36	0	0			
Fire Insurance of Scotland	10	8	5	Konno & Glas, Union Canal	50	15	0	0			
Scottish U. Fire and Life	1	1	6	Ditto (allocated stock)	96	50	0	0			
Edinburgh Life Insurance	298	1	18	Forth and Clyde Canal	4000	500	0	0			
Edinburgh Life Assurance	10	14	18	Wells Gas Company	21	45	0	0			
Scottish Fire Ins. Co.	10	7	0	Edinb. & Leith Gas Co.	16	8	0	0			
Edinb. & Glasgow Railway	2	5	15	Equitable Loan Company	9	19	0	0			
To New Stock	4	6	10	Shotts Iron Company	48	45	0	0			

COAL MARKET, LONDON.															
MARCH, 1858.															
QUALITY.				PER TON.				QUALITY.				PER TON.			
<i>Newcastle.</i>								<i>Sunderland.</i>							
Eden Main	s.	d.	s.	d.	Eden Main	s.	d.	s.	d.	Eden Main	s.	d.	s.	d.	
Walls End Belmont	22	22			Walls End Belmont	26	3	26	3	Walls End Belmont	26	3	26	3	
Walls End Braddyll's Hutton	26	3	26	6	Walls End Braddyll's Hutton	26	3	26	6	Walls End Braddyll's Hutton	26	3	26	6	
Walls End Hutton	27	25	26	3	Walls End Hutton	27	25	26	3	Walls End Hutton	27	25	26	3	
Walls End Lambton	27	25	26	3	Walls End Lambton	27	25	26	3	Walls End Lambton	27	25	26	3	
Walls End Pemberton's	27	25	26	3	Walls End Pemberton's	27	25	26	3	Walls End Pemberton's	27	25	26	3	
W. E. Russell's Huttons	27	25	26	3	W. E. Russell's Huttons	27	25	26	3	W. E. Russell's Huttons	27	25	26	3	
Walls End Stewart's	27	25	26	3	Walls End Stewart's	27	25	26	3	Walls End Stewart's	27	25	26	3	
<i>Hartlepool.</i>								<i>Stockton.</i>							
Walls End Braddyll's Hutton	26	3	26	3	Walls End Braddyll's Hutton	26	3	26	3	Walls End Braddyll's Hutton	26	3	26	3	
Walls End Hutton	27	25	26	3	Walls End Hutton	27	25	26	3	Walls End Hutton	27	25	26	3	
<i>Union Main.</i>								<i>Walls End.</i>							
Walls End Adelaide	24	3	24	3	Walls End Adelaide	24	3	24	3	Walls End Adelaide	24	3	24	3	
W. E. Brown's Duan	20	6			W. E. Brown's Duan	20	6			W. E. Brown's Duan	20	6			
W. E. Harrington Tees	20	6			W. E. Harrington Tees	20	6			W. E. Harrington Tees	20	6			
Walls End Barrett	3	3	3	3	Walls End Barrett	3	3	3	3	Walls End Barrett	3	3	3	3	
Walls End Gordon	3	3	3	3	Walls End Gordon	3	3	3	3	Walls End Gordon	3	3	3	3	
Walls End Nevill Tufnell	9	18	6		Walls End Nevill Tufnell	9	18	6		Walls End Nevill Tufnell	9	18	6		
W. E. Snymer Tees	2	6			W. E. Snymer Tees	2	6			W. E. Snymer Tees	2	6			
Walls End South Durham	22	22			Walls End South Durham	22	22			Walls End South Durham	22	22			
Walls End New Tees	20	9			Walls End New Tees	20	9			Walls End New Tees	20	9			
Walls End St. Helen's Ty	3	6			Walls End St. Helen's Ty	3	6			Walls End St. Helen's Ty	3	6			
Walls End															

PRICES OF STOCKS.

ENGLISH PUBLIC FUNDS.

	Monday	Tuesday	Wednesday	Thursday	Friday
Bank Stock, 5 per Cent.	93 1/2	94	93 1/2	93 1/2	93 1/2
3 per Cent. Red. Anns.	93 1/2	93 1/2	93 1/2	93 1/2	93 1/2
3 per Cent. Anns.	101 1/2	101 1/2	101 1/2	101 1/2	101 1/2
New 3 per Cent. Red. Anns.	101 1/2	101 1/2	101 1/2	101 1/2	101 1/2
New 3 per Cent. Anns.	101 1/2	101 1/2	101 1/2	101 1/2	101 1/2
Long Anns.	101 1/2	101 1/2	101 1/2	101 1/2	101 1/2
Anns. for 30 Years	101 1/2	101 1/2	101 1/2	101 1/2	101 1/2
India Stock, 104 per Cent.	104 1/2	104 1/2	104 1/2	104 1/2	104 1/2
South Sea Stock, 34 per Cent.	104 1/2	104 1/2	104 1/2	104 1/2	104 1/2
Ditto Old Ann. 3 per Cent.	104 1/2	104 1/2	104 1/2	104 1/2	104 1/2
Ditto New Ann. 3 per Cent.	104 1/2	104 1/2	104 1/2	104 1/2	104 1/2
India Bonds, 4 per Cent.	104 1/2	104 1/2	104 1/2	104 1/2	104 1/2
Exchange Bills, 24d. 4/1000	63 1/2	63 1/2	63 1/2	63 1/2	63 1/2
Ditto	63 1/2	63 1/2	63 1/2	63 1/2	63 1/2
Ditto Small	63 1/2	63 1/2	63 1/2	63 1/2	63 1/2
Ditto Com.	63 1/2	63 1/2	63 1/2	63 1/2	63 1/2
3 per Cent. Cons. for April 10	93 1/2	93 1/2	93 1/2	93 1/2	93 1/2
India Stock for Op. April 12	209 1/2	209 1/2	209 1/2	209 1/2	209 1/2
Bank Stock for Op. April 12	209 1/2	209 1/2	209 1/2	209 1/2	209 1/2

BANK OF ENGLAND—TRANSFER BOOKS.

	Thursday, March 1, 1888.	Friday, March 2, 1888.	Thursday, April 12, 1888.
Bank Stock, 5 per Cent. Reduced	Friday, March 2, 1888.	Friday, March 2, 1888.	Friday, March 2, 1888.
34 per Cent. Reduced	Friday, March 2, 1888.	Friday, March 2, 1888.	Friday, March 2, 1888.
34 per Cent. 1818	Tuesday, March 6, 1888.	Tuesday, March 6, 1888.	Tuesday, March 6, 1888.
Long Annuities	Saturday, March 3, 1888.	Wednesday, March 15, 1888.	Wednesday, March 15, 1888.
Ann. for terms of Years	Thursday, March 1, 1888.	Saturday, March 3, 1888.	Saturday, March 3, 1888.
East India Stock	Thursday, March 1, 1888.	Thursday, March 1, 1888.	Thursday, March 1, 1888.

FOREIGN STOCKS.

	Monday	Tuesday	Wednesday	Thursday	Friday
Austrian, 5 per Cent.	103 1/2	103 1/2	103 1/2	103 1/2	103 1/2
Brazilian, 5 per Cent.	78 1/2	78 1/2	78 1/2	78 1/2	78 1/2
Ditto, 1829	78 1/2	78 1/2	78 1/2	78 1/2	78 1/2
Buenos Ayres, 6 per Cent.	103 1/2	103 1/2	103 1/2	103 1/2	103 1/2
Cuba, 6 per Cent.	103 1/2	103 1/2	103 1/2	103 1/2	103 1/2
Chilian, 5 per Cent.	27 1/2	27 1/2	27 1/2	27 1/2	27 1/2
Colombian, 6 per Cent.	27 1/2	27 1/2	27 1/2	27 1/2	27 1/2
Ditto, 1824, ditto	27 1/2	27 1/2	27 1/2	27 1/2	27 1/2
Danish, 3 per Cent.	73 1/2	73 1/2	73 1/2	73 1/2	73 1/2
Greek, 5 per Cent.	23 1/2	23 1/2	23 1/2	23 1/2	23 1/2
Ditto, 1825, 5 per Cent.	23 1/2	23 1/2	23 1/2	23 1/2	23 1/2
Mexican, 5 per Cent.	23 1/2	23 1/2	23 1/2	23 1/2	23 1/2
Ditto, deferred do.	23 1/2	23 1/2	23 1/2	23 1/2	23 1/2
Ditto, def. do. & per Cent.	23 1/2	23 1/2	23 1/2	23 1/2	23 1/2
Neapolitan, 5 per Cent., 1824	100 1/2	100 1/2	100 1/2	100 1/2	100 1/2
Peruvian, 6 per Cent.	20 1/2	20 1/2	20 1/2	20 1/2	20 1/2
Portuguese, 5 per Cent.	20 1/2	20 1/2	20 1/2	20 1/2	20 1/2
Ditto, New 5 per Cent.	20 1/2	20 1/2	20 1/2	20 1/2	20 1/2
Ditto, 3 per Cent.	20 1/2	20 1/2	20 1/2	20 1/2	20 1/2
Prussian, 4 per Cent.	111 1/2	111 1/2	111 1/2	111 1/2	111 1/2
Russian, 1825, 5 per Cent.	20 1/2	20 1/2	20 1/2	20 1/2	20 1/2
Spanish, 5 per Cent., Nov.	20 1/2	20 1/2	20 1/2	20 1/2	20 1/2
Ditto, Coupons	4 1/2	4 1/2	4 1/2	4 1/2	4 1/2
Ditto, deferred	4 1/2	4 1/2	4 1/2	4 1/2	4 1/2
Dutch, 2 1/2 per Cent.	54 1/2	54 1/2	54 1/2	54 1/2	54 1/2
Ditto, 5 per Cent.	103 1/2	103 1/2	103 1/2	103 1/2	103 1/2

FRENCH FUNDS.

	Monday	Tuesday	Wednesday	Thursday	Friday
5 per Cent. Ann.	107 1/2	107 1/2	107 1/2	107 1/2	107 1/2
Ex. on Lond. 1 m. h.	25 1/2	25 1/2	25 1/2	25 1/2	25 1/2
ditto 3 m. h.	25 1/2	25 1/2	25 1/2	25 1/2	25 1/2
4 per Cent. Ann.	101 1/2	101 1/2	101 1/2	101 1/2	101 1/2
Exchange	101 1/2	101 1/2	101 1/2	101 1/2	101 1/2
3 per Cent. Ann.	80 1/2	80 1/2	80 1/2	80 1/2	80 1/2
Exchange	80 1/2	80 1/2	80 1/2	80 1/2	80 1/2
Bank Shares	260 1/2	260 1/2	260 1/2	260 1/2	260 1/2

IRISH FUNDS.

	Monday	Tuesday	Wednesday	Thursday	Friday
Bank Stock	200 1/2	200 1/2	200 1/2	200 1/2	200 1/2
Government Debentures 34 per Cent.	10 0	10 0	10 0	10 0	10 0
Ditto Stock	25 0	25 0	25 0	25 0	25 0
Ditto New	25 0	25 0	25 0	25 0	25 0
Ditto ditto, reduced	25 0	25 0	25 0	25 0	25 0
Consols	25 0	25 0	25 0	25 0	25 0
City Debentures	25 0	25 0	25 0	25 0	25 0
Exchange	25 0	25 0	25 0	25 0	25 0
Bank Shares	25 0	25 0	25 0	25 0	25 0

AMERICAN FUNDS.

	Monday	Tuesday	Wednesday	Thursday	Friday
New York 5 1845	92	103 1/2	103 1/2	103 1/2	103 1/2
5 1846, 7	94	103 1/2	103 1/2	103 1/2	103 1/2
1850	94	103 1/2	103 1/2	103 1/2	103 1/2
Pennsylvania 1849, 40, 41	92	103 1/2	103 1/2	103 1/2	103 1/2
1853, 4	92	103 1/2	103 1/2	103 1/2	103 1/2
1858	92 1/2	103 1/2	103 1/2	103 1/2	103 1/2
1862	92 1/2	103 1/2	103 1/2	103 1/2	103 1/2
1865	93 1/2	103 1/2	103 1/2	103 1/2	103 1/2
Maryland 6 1870	100	112 1/2	112 1/2	112 1/2	112 1/2
Ohio 6 1850	100	112 1/2	112 1/2	112 1/2	112 1/2

COURSE OF EXCHANGE.

	Monday	Tuesday	Wednesday	Thursday	Friday
Amsterdam	12 1/2	12 1/2	12 1/2	12 1/2	12 1/2
Ditto at Sight	12 1/2	12 1/2	12 1/2	12 1/2	12 1/2
Rotterdam	12 1/2	12 1/2	12 1/2	12 1/2	12 1/2
Antwerp	12 1/2	12 1/2	12 1/2	12 1/2	12 1/2
Hamburg	12 1/2	12 1/2	12 1/2	12 1/2	12 1/2
Altona	12 1/2	12 1/2	12 1/2	12 1/2	12 1/2
Paris, 3 days' sight	25 1/2	25 1/2	25 1/2	25 1/2	25 1/2
Ditto	25 1/2	25 1/2	25 1/2	25 1/2	25 1/2
Marseilles	25 1/2	25 1/2	25 1/2	25 1/2	25 1/2
Frankfurt on Main	154 1/2	154 1/2	154 1/2	154 1/2	154 1/2
Petersburg p. ruble	10 1/2	10 1/2	10 1/2	10 1/2	10 1/2
Berlin	10 1/2	10 1/2	10 1/2	10 1/2	10 1/2
Vienna	10 1/2	10 1/2	10 1/2	10 1/2	10 1/2
Trieste	10 1/2	10 1/2	10 1/2	10 1/2	10 1/2
Madrid	35 1/2	35 1/2	35 1/2	35 1/2	35 1/2
Cadiz	35 1/2	35 1/2	35 1/2	35 1/2	35 1/2
Bilbao	35 1/2	35 1/2	35 1/2	35 1/2	35 1/2
Barcelona	35 1/2	35 1/2	35 1/2	35 1/2	35 1/2

PRICES OF METALS.

	Monday	Tuesday	Wednesday	Thursday	Friday
Copper, Brit.—Coke	93 0	93 0	93 0	93 0	93 0
Tin	91 0	91 0	91 0	91 0	91 0
Sheets	91 0	91 0	91 0	91 0	91 0
Bottoms	91 0	91 0	91 0	91 0	91 0
Foreign	91 0	91 0	91 0	91 0	91 0
Tin, Brit.—Blocks	4 12 0	4 12 0	4 12 0	4 12 0	4 12 0
Bars	4 14 0	4 14 0	4 14 0	4 14 0	4 14 0
Plates, common	1 13 0	1 13 0	1 13 0	1 13 0	1 13 0
to best	1 19 0	1 19 0	1 19 0	1 19 0	1 19 0
box	2 3 0	2 3 0	2 3 0	2 3 0	2 3 0
Wasters of the above	28 1/2	28 1/2	28 1/2	28 1/2	28 1/2
Others in proportion	28 1/2	28 1/2	28 1/2	28 1/2	28 1/2
Foreign (in proportion)	4 5 0	4 5 0	4 5 0	4 5 0	4 5 0
duty 50s. (strains) cut	4 3 0	4 3 0	4 3 0	4 3 0	4 3 0
per cwt. Bars, cut	3 16 0	3 16 0	3 16 0	3 16 0	3 16 0
Lead, Brit.—Pig	22 0	22 0	22 0	22 0	22 0
Sheet	22 0	22 0	22 0	22 0	22 0
Shot	22 0	22 0	22 0	22 0	22 0
Red	22 0	22 0	22 0	22 0	22 0
White (dry)	22 0	22 0	22 0	22 0	22 0
Do. (gd. in oil)	22 0	22 0	22 0	22 0	22 0
Litharge	22 0	22 0	22 0	22 0	22 0
Foreign—Span. (dy. 40s. per ton)	21 0	21 0	21 0	21 0	21 0

TIDE TABLE.

	Satur.	Sunday	Monday	Tuesday	Wednesday	Thursday	Friday
Morning	5 30	6 14	7 4	8 19	9 51	11 12	—
Afternoon	6 52	6 38	7 36	9 5	10 33	11 48	0 19

PRICES OF SHARES.

BRITISH MINES.

No. of Shares.	NAME OF COMPANY.	Monday	Tuesday	Wednesday	Thursday	Friday
1,800	Arigna Iron & Coal Co.	50	33	12	12	12
4,000	Bissac Bridge	50	33	12	12	12
5,000	Biscavon	50	35	35	35	35
5,000	Biscavon Park	20	14	8	8	8
8,000	British Tin	24	2	—	—	—
20,000	British Iron	50	30	36	14	15
6,000	British Copper	5	5	1	—	—
100	Copper Bottom	—	41	90	80	85
2,000	Cornubian Lead Co.	—	—	24	—	—
6,000	Cornwall Great United	—	20	19	16	18
300	Cornwall United	—	20	19	16	18
10,000	Durham County Coal Co.	50	25	—	—	—
4,000	East Cornwall Silver	5	22	—	—	—
2,000	East Cornwall Tin, &c.	6	6	5	5	5
5,000	East Wheel Brothers	20	—	—	—	—
2,500	East Wheel Strawberry	—	54	3	22	3
200	East Wheel Kitty	—	52	3	34	3
4,000	East Mulberry Hills	—	54	3	34	3
10,000	Hibernian	25	124	124	124	124
6,000	Hayle Consols	50	103	22	2	24
1,000	Holmbush	5	3	—	—	—
12,000	Kellwellis	100	—	16	154	16
5,000	Dartmoor Consols	5	2	13	18	14
20,000	Mining Co. of Ireland	5	3	2	18	24
4,000	New South Hooe	25	3	65	3	3
1,000	North Consolidated	5	14	—	—	—
8,000	North Cornwall	16	16	—	—	—
6,000	Perran Consols	5	2	—	—	—
3,000	Polbreen Consols	5	3	2	22	—
6,000	Polbreen	10	10	54	44	5
5,000	Redmoor Consolidated	5	3	34	33	33
10,000	Rhymer Iron	5	3	3	6	3
10,000	Redruth United	20	30	20	25	25
16,000	Royal Irish	10	34	4	—	—
5,000	South Wheel Leaseur.	—	—	—	—	—
5,000	St. Hilary	24	14	1	1	1
800	South Towan	10	10	10	10	10
4,000	Tregollan	5	2	12	12	12
5,000	Trevogus	5	2	12	12	12
4,505	Treich Consols	5	34	22	18	18
5,000	Tamworth Consols	5	34	22	18	18
5,000	Tin Croft	10	64	6	54	52
4,000	United Hills	5	5	13	124	—
2,000	Wendron	8	8	5	42	42
2,500	West Cork	50	50	—	—	—
5,000	Wheel Brothers	20	20	1	12	12
5,000	Wh. Harn. & Montague	15	9	7	7	7
5,000	Wicklow Consols	5	14	9	7	7
5,000	Wicklow Copper	5	14	9	7	7
5,200	West Wheel Jewel	5	44	2	12	2
5,000	Wheel Gilbert	2	2	18	18	18
800	Wherry Mine	9	8	8	7	7
400	Wheel Morgan	20	20	20	20	20